Second Series, Vol. XLVIII No. 17

Tuesday, December 6, 1960
Agrahayana 15, 1882 (Saka)

LOK SABHA DEBATES

Twelfth Session

LOK SABHA SECRETARIAT
New Delhi

CONTENTS

[Second Series, Volume XLVIII, November 28 to December 9, 1960/*Agrahayana* 7 to 18, 1882 (Saka)]

No. 11.—*Monday, November* 28, 1960/*Agrahayana* 7, 1882 (*Saka*)

	COLUMNS
Member sworn	2459
Oral Answers to Questions—	
Starred Questions Nos. 493 to 500, 518 and 501	2459—97
Written Answers to Questions—	
Starred Questions Nos. 502 to 517 and 519 to 526	2497—2510
Unstarred Questions Nos. 845 to 913, 915 to 934	2510—75
Papers laid on the Table	2576
Statement *re.* Demand for Supplementary Grant (Railways), 1960-61	2577
Calling Attention to Matter of Urgent Public Importance—	
1. Surrender of duty protection by Stanvac	2577—79
2. Reported partial closure of ordnance factories in Kanpur	2579—82
Companies (Amendment) Bill, as reported by Joint Committee Clauses 79 to 97 and 99 to 181	2585—2696
Half-an-Hour Discussion *re.* Nalagarh Committee	2626—2712
Daily Digest	2713—20

No. 12.—*Tuesday, November*, 29, 1960/*Agrahayana* 8, 1882 (*Saka*)

Oral Answers to Questions—	
Starred Questions Nos. 527 to 532, 534 to 536, 539, 541 and 542	2721—55
Written Answers to Questions—	
Starred Questions Nos. 533, 537, 538, 540 and 543 to 566	2755—74
Unstarred Questions Nos. 935 to 1013	2774—2822
Statement *re.* Meeting of Commonwealth Prime Ministers	2823
Papers laid on the Table	2824
Statement *re.* Supplementary Demands for Grants (General), 1960-61	2824
Correction of Answer to S.Q. No. 692	2824-25
Companies (Amendment) Bill, as reported by Joint Committee	2825—2900
Clauses 181 to 190, 192 to 203, 205 to 215, 191, 202 and 204	2837—60
Motion *re.* Report of Direct Taxes Administration Enquiry Committee	2501—56
Daily Digest	2957—62

No. 13.—*Wednesday, November* 30, 1960/*Agrahayana* 9, 1882 (*Saka*)

Oral Answers to Questions—	
Starred Questions Nos. 568 to 571 and 573 to 576	2963—95
Short Notice Question No. 1	2995—3001
Written Answers to Questions—	
Starred Questions Nos. 567, 572 and 577 to 604	3001—19
Unstarred Questions Nos. 1014 to 1090 and 1092 to 1098	3019—72

COLUMNS

Papers laid on the Table 3073–74
Message from Rajya Sabha 3074
British Statutes (Application to India) Repeal Bill—
Laid on the Table as passed by Rajya Sabha . 3074
Committee on Private Members' Bills and Resolutions—
Seventy-third Report 3074
Report of Railway Convention Committee . . . 3075
Calling Attention to Matter of Urgent Public Importance—
Agreement on Indo-Pakistan rail-link 3075–80
Statement *re.* Incidents in Congo 3080–90
Companies (Amendment) Bill, as reported by Joint Committee 3090–3165
Clauses 5A, 98 and 1 3090–3164
Motion to pass 3165
Discussion *re.* Indus Waters Treaty 3165–3240
Daily Digest 3241–46

No. 14.—*Thursday, December* 1, 1960/*Agrahayana* 10, 1882 (*Saka*)

Oral Answers to Questions—
Starred Questions Nos. 605 to 609, 611, 612 and 614 . 3247–80
Written Answers to Questions—
Starred Questions Nos. 610, 613 and 615 to 634 . . 3280–94
Unstarred Questions Nos. 1099 to 1168 . . 3294–3336
Re. Motions for Adjournment 3336–41
Papers laid on the Table 3341–42
Calling Attention to Matter of Urgent Public Importance—
Accident at Bhakra Dam on 13th November, 1960 . . 3342–43
Statement *re.* Indo-Pakistan Financial Talks . . 3344–46
Statement *re.* Policy towards Non-scheduled operators . 3346–48
Companies (Amendment) Bill, as reported by Joint Committee—
Motion to pass 3348–3401
Preventive Detention (Continuance) Bill—
Motion to consider 3403–68
Business Advisory Committee—
Fifty-eighth Report 3468
Daily Digest 3469–74

No. 15.—*Friday, December,* 2, 1960/*Agrahayana* 11, 1832 (*Saka*)

Oral Answers to Questions—
Starred Questions Nos. 636 to 645 3475–3507
Written Answers to Questions—
Starred Questions Nos. 635 and 646 to 679 . 3507–27
Unstarred Questions Nos. 1169 to 1252 . 3527–82
Motions for Adjournment—
Transfer of Beru Bari Union to Pakistan and reference to Acquired Territories (Merger) Bill to State Legislatures . 3582–93
Papers Laid on the Table . . . 3594–95

COLUMNS

Business of the House . . . 3595, 3596—97, 3716

Business Advisory Committee—
Fifty-eighth Report . . . 3596

Preventive Detention (Continuance) Bill—
Motion to consider . . . . . 3597—3675

Committee on Private Members' Bills and Resolutions—
Seventy-third Report 3675

Resolution *re.* Nationalisation of General Insurance . . . 3675—3716

Resolution *re.* New Marking System of Voting . . . . . 3716—30

Daily Digest . . . . . 3731—38

No. 16.—*Monday, December* 5, 1960/*Agrahayana* 14, 1882 (*Saka*)

Oral Answers to Questions—
Starred Questions Nos. 680, 681, 683 to 686, 688, 690, 703, 694 to 699, 701 and 702 . . . . . 3739—75
Short Notice Question No. 2 . . . . . 3775—79

Written Answers to Questions—
Starred Questions Nos. 682, 687, 689, 691 to 693, 700 and 704 to 718 3779—91
Unstarred Questions Nos. 1253 to 1262, 1264 to 1328 and 1330 . . 3791—3838

Motion for Adjournment—
Proposed retrenchment of Workers in Bhilai Steel Plant 3839—42

Papers laid on the Table . . . . . 3842—43

Messages from Rajya Sabha 3843

Repealing and Amending Bill—
As passed by Rajya Sabha 3844

President's Assent to Bills . 3844

Motor Transport Workers Bill—
Report of Joint Committee . . . 3844

Preference Shares (Regulation of Dividends) Bill—
Report of Select Committee . . . 3844

Motor Transport Workers Bill—
Evidence tendered before Joint Committee 3845

Statement *re.* Incidents near Gurdwara Rakabganj . . . . . 3845—47

Statement *re.* Discussions between the Central Government and Government of West Bengal *re.* Transfer of Berubari to Pakistan . . . . . 3847—79

Preventive Detention (Continuance) Bill—
Motion to consider . . . . . 3879—3933
Clauses 2 and 1 . . . . . 3905—15
Motion to pass . . . . . 3915—33

Business of the House . . . . . 3933—34

Supplementary Demand for Grant (Railways) 1960-61 . . 3935—53

Resolution *re.* Report of Railway Convention Committee . . 3954—70

Daily Digest . . . . . 3971—78

No. 17.—*Tuesday, December* 6, 1960/*Agrahayana* 15, 1882 (*Saka*)

Oral Answers to Questions—
Starred Questions Nos. 719, 720, 722 to 728 and 730 to 732 . 3979—4016

	COLUMNS
Written Ansers to Questions—	
Starred Questions Nos. 721, 729 and 733 to 743	4016—24
Unstarred Questions Nos. 1331 to 1405	4024—67
Papers laid on the Table	4067—68
Bills introduced—	
1. Appropriation (Railways) No. 5 Bill	4068
2. Maternity Benefit Bill	4068-69
Resolution *re.* Report of Railway Convention Committee	4069—4176
Demands for Supplementary Grants (General), 1960-61	4176—95
Half-an-Hour Discussion *re.* Minimum Prices of Agricultural Commodities	4195—4216
Daily Digest	4217—22
No. 18.—*Wednesday, December* 7, 1960/*Agrahayana* 16, 1882 (*Saka*)	
Oral Answers to Questions—	
Starred Questions Nos. 744 to 747 and 749 to 752	4223—54
Written Answers to Questions—	
Starred Questions Nos. 748 and 753 to 788	4254—69
Unstarred Questions Nos. 1406 to 1496	4270—4330
Calling Attention to Matters of Urgent Public Importance—	
1. Reported Pakistani raid into an Indian village	4331—33
2. Pig iron plants in private sector	4335—38
Papers laid on the Table	4333—35
Correction of Answer to Starred Question No. 1230	4338—40
Appropriation (Railways) No. 5 Bill—Passed	4341
Supplementary Demands for Grants (General), 1960-61	4342—4417
Motion *re.* Production, Distribution and Export of Sugar	4417—74
Half-an-Hour Discussion *re.* P. L. 480 funds for West Bengal	4474—84
Daily Digest	4485—92
No. 19.—*Thursday, December* 8, 1960/*Agrahayana* 17, 1882 (*Saka*).	
Oral Answers to Questions—	
Starred Questions Nos. 779 to 782, 784, 785, 787 and 789 to 792	4493—4528
Written Answers to Questions—	
Starred Questions Nos. 783, 786, 788 and 793 to 804	4529—38
Unstarred Questions Nos. 1497 to 1558	4538—76
Papers laid on the Table	4576
Messages from Rajya Sabha	4577
Calling Attention to Matter of Urgent Public Importance—	
South Africa's decision to become a republic in the Commonwealth	4577—79
Appropriation (No. 5) Bill—Introduced.	4579-80
Re. Indian Post Office (Amendment) Bill	4580—82
Forward Contracts (Regulation) Amendment Bill—	
Motion to consider	4582—4653
Indian Post Office (Amendment) Bill—	
Motion to consider	4653—57
Clauses 1 and 2	4657
Motion to pass	4657

	COLUMNS
Motion *re.* Sports in India	4657—4722
Daily Digest	4723—28

No. 20.—*Friday, December,* 9, 1960/*Agrahayana* 18, 1882 (*Saka*)

Oral Answers to Questions—	
Starred Questions Nos. 805 to 807, 809 to 911, 813 to 815 and 817 to 819	4729—66
Short Notice Question No. 3	4766—70
Written Answers to Questions—	
Starred Question Nos. 808, 812, 816 and 820 to 829	4770—77
Unstarred Questions Nos. 1559 to 1620	4777—4812
Motion for Adjournment—	
Indian contingent in Congo	4813—16
Papers laid on the Table	4816-17
Calling Attention to Matter of Urgent Public Importance—	
Indo-Pakistan Trade Talks	4817-20
Business of the House	4820-21
Appropriation (No. 5) Bill, 1960—Passed	4821-22
Forward Contracts (Regulation) Amendment Bill—	
Motion to consider	4822—63
Clauses 2 to 22 and 1	4863—75
Motion to pass	4875
Arrest of Member	4875-76
Delhi Rent Control Bill—Introduced	4876
Abolition of Employment of Casual Labour Bill—Negatived—	
Motion to consider	4876—4905
Indian Institute of Archaeology Bill—	
Motion to circulate	4905—36
Daily Digest	4937—42

N.B.—The sign + above a name of a member on question which are orally answered, indicates that the question was actually asked on the floor of the House by that member.

GMGIPND—LS III—1545 (Ai) LS—19-12-60—901.

LOK SABHA

Tuesday, December 6, 1960/ Agrahayana 15, 1882 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Heart Disease in India

*719. **Shri S. M. Banerjee:**
Shri D. C. Sharma:
Shri P. K. Deo:

Will the Minister of **Health** be pleased to state:

(a) whether any research has been made into the causes of growing heart disease in India;

(b) whether opinion of some foreign heart specialists has been sought in this connection; and

(c) the steps taken by Government to check this disease?

The Minister of Health (Shri Karmarkar): (a). Surveys are being carried out under the auspices of the Indian Council of Medical Research.

(b). No, Sir.

(c). Attempts are being made continuously both in India and elsewhere to find out the various factors responsible for heart attacks.

Shri S. M. Banerjee: May I know whether it is a fact that during the recent years the cases of heart diseases, both dilation of heart and thrombosis, have increased; and, if so, what positive steps have been taken by Government to see as to what are the reasons for it?

Shri Karmarkar: It is the opinion of some people in the field that there is a small rise in the incidence of heart disease, especially in the urban areas, due to the stress and strain and similar other factors consequent upon large-scale urbanisation. There is nothing to be alarmed about it. And the reason, as I said, could be varied. One of the reasons in the western countries, I am told, is the eating of too much fat, which anyway does not seem to be relevant in our country where there is too little fat. Regarding other matters, mental strain and stress, going through rather a quick life, keeping awake till late at night and things like that which make for any extraordinary strain on the body, all these contribute to this; and also, rising quicker than the reply comes in, that also might be a reason. Therefore, all these reasons ending in stress and strain are likely to aggravate heart disease.

Mr. Speaker: Next question.

Shri Braj Raj Singh: Sir, it is a very important question. And one of the Members, Shri Feroze Gandhi, died of heart disease.

Mr. Speaker: What question does he want to ask?

Shri Braj Raj Singh: What are the steps being taken?

Mr. Speaker: What are the steps being taken by the Government?

Shri Karmarkar: The steps are, putting up curative services.. ..

Shri Tyagi: May I know if it is not a contagious disease?

Shri Karmarkar: Happily, it is not contagious.

Mr. Speaker: He means to ask, is it a hereditary disease? That is what he wants to know.

Shri Karmarkar: No, Sir. What he is asking is whether it is a contagious disease, which is different from hereditary disease.

But, you, Sir, suggested a question, as to what steps Government are taking about this. The only step we can put up is to have proper health education, which we are trying to do, and also to increase our curative services. As urbanisation grows and when people who are used to live in a small place with a large accommodation go to a city and have to live in a congested place, all the bad effects of urbanisation do contribute to this disease.

Mr. Speaker: Next question.

Shri Nath Pai: Sir, Members have shown themselves prone to this disease. So please allow a few supplementaries.

Is it a fact that the general atmosphere of anxiety and uncertainty and insecurity which prevails in the country, coupled with the consumption of Dalda had led to the growing incidence of this disease?

Mr. Speaker: With all respect, I am not going to allow this question.

Shri Karmarkar: Dalda has not created any insecurity!

Mr. Speaker: There is no meaning in taking advantage of this question and saying something about the economic situation. What can the hon. Minister of Health do with regard to the economic conditions? There is no meaning trying to put in every matter into a particular question. So far as the steps that are taken are concerned, I have asked him about it, and he has said it is only preventive, and there are hospitals for curative service. That is all that can be asked. Let us proceed to the next question. There are sixty questions.

मानसिक चिकित्सालय, शाहदरा (दिल्ली)

*७२०. **श्री भक्त दर्शन :** क्या स्वास्थ्य मंत्री १६ अगस्त १९६० के अतारांकित प्रश्न संख्या १०३३ के उत्तर के सम्बन्ध में यह बात बताने की कृपा करेंगे कि :

(क) शाहदरा (दिल्ली) में मानसिक चिकित्सालय के निर्माण में अब तक क्या प्रगति हुई है;

(ख) इस चिकित्सालय में कितने रोगियों के इलाज की व्यवस्था होगी;

(ग) उस के निर्माण पर अनुमानतः कितना धन व्यय होगा; और

(घ) निर्माण-कार्य कब तक पूरा होने की आशा है ?

स्वास्थ्य मंत्री (श्री करमरकर) : (क) प्रथमतः जो बहिरंग रोगी विभाग शुरू करने का प्रस्ताव था उसे छोड़ दिया गया है और अब सम्पूर्ण अस्पताल भवन का निर्माण करने का विचार है। कार्यकरण उल्लेख (वर्किंग ड्राइंग्स) तैयार कर दिये गये हैं और केन्द्रीय लोक निर्माण विभाग प्रारम्भिक प्राक्कलन (प्रिलिमिनरी एस्टिमेट्स) तैयार कर रहा है ।

(ख) इस अस्पताल में ४०० बिस्तरों की व्यवस्था होगी ।

(ग) और (घ) : खर्चे का विस्तृत विवरण तैयार किया जा रहा है और इस परियोजना के पूर्ण होने की निश्चित तिथि तय नहीं की गई है । Perhaps I might read the answer in English also.

(a). The proposal to start the Outpatient department in the first instance has since been dropped and it is now proposed to construct the entire

Hospital building. The working drawings have been prepared and the preliminary estimates are being worked out by the Central Public Works Department.

(b) There will be provision for 400 beds.

(c) and (d). The details of the cost are being worked out and a target date for the completion of the project has not been fixed.

श्री भक्त दर्शन : क्या माननीय मंत्री जी की जानकारी में यह बात है कि दिल्ली सारे देश का केन्द्र होते हुए भी, चूंकि यहां पर इस तरह के रोगियों के लिये कोई प्रबन्ध नहीं है, इसलिये उन को आगरे, रांची या लाहौर ले जाना पड़ता है । तब समझ में नहीं आता कि इस मामले को इतने वर्षों से क्यों लटकाये रखा जा रहा है ? क्या अब इस पर जल्दी से जल्दी निर्णय ले लिया जायेगा ।

श्री करमरफर : ठीक बात कहते हैं माननीय सदस्य ।

श्री भक्त दर्शन : क्या माननीय मंत्री जी या उन के मंत्रालय को इस बात का पता चला है कि दिल्ली में पिछले कुछ वर्षों से मानसिक रोगियों की संख्या में वृद्धि हो रही है और तरह-तरह के मानसिक रोग पैदा हो रहे हैं ? क्या इस बारे में कोई छान बीन की गई है ?

श्री करमरकर : यह तो नहीं कहा जा सकता कि मानसिक रोग बढ़ रहे हैं । फिर भी दिल्ली में इस के लिये बन्दोबस्त नहीं है, इसलिये अस्पताल खोलना जरूरी है । मैं आशा करता हूं कि बहुत जल्दी यह अस्पताल खोला जायेगा ।

Dr. Samantsinhar: How many beds will be provided in this hospital?

Shri Karmarkar: Four hundred, I said.

Shri D. C. Sharma: May I know if this hospital will be an all-India hospital or a hospital meant only for the Delhi area; and, if so, is it not a fact that it will not be sufficient to accommodate all the mental patients?

Shri Karmarkar: I do not know what the hon. Member means by 'all the mental patients' by waving his hand. But so far as this hospital is concerned it will be a hospital situated in Delhi; and I should like to inform the House that whenever any good service is put up in Delhi it does attract patients from far distant places. But primarily this will be for Delhi and the surrounding area.

Dr. Samantsinhar: Is there any plan to expand the hospital after these beds are provided?

Shri Karmarkar: Firstly it is to start this hospital and then, if necessary, doubtless they will consider expanding it. But I am hoping that things will not be as bad as to require expansion of the hospital.

Shri B. K. Gaikwad: May I know the number of such patients who were recommended to be admitted in other mental hospitals outside the Delhi area?

Shri Karmarkar: Judging from those that came to our notice, the number does not seem to be too large. The number of those who have approached our Ministry, for instance, for admission has not exceeded a dozen during the last three or four years.

श्री रघुनाथ सिंह : आयुर्वेदिक औषधियां भी इस प्रकार की बीमारियों में उपयोगी होती हैं । मैं जानना चाहता हूं कि क्या इस अस्पताल में आयुर्वेदिक उपचार का भी प्रबन्ध होगा ?

श्री करमरकर : अभी तो यह कहना मुश्किल है, अगर दिल्ली एडमिनिस्ट्रेशन इस का पसन्द करेगें तो हम कोई रुकावट नहीं डालेंगे । बगलौर में इस बारे में कई एक्सपैरीमैंट चल रहा है और हम देखना चाहते हैं कि आयुर्वेदिक औषधियों से कहां तक फायदा होता है ।

श्री अ० म० तारिक: मैं वजीर साहब से जानना चाहता हूं कि उन्होंने जो यह फरमाया है कि नजदीकी इलाकों के बददिमागों को वहां दाखिल किया जायेगा तो मैं पूछना चाहता हूं कि क्या उत्तर प्रदेश और पंजाब के बददिमागों के लिये भी वहां गुंजाइश रखी जायेगी ?

[میں وزیر صاحب سے جاننا چاہتا ہوں کہ اُنہوں نے جو یہ فرمایا ہے کہ نزدیکی علاقوں کے بد دماغوں کو وہاں داخل کیا جائیگا تو میں پوچھنا چاہتا ہوں کہ کیا اُترپردیش اور پنجاب کے بد دماغوں کے لئے بھی وہاں گنجائش رکھی جائیگی۔]

श्री रघुनाथ सिंह: माननीय सदस्य को मालूम होना चाहिये कि बददिमागों और पागलों में फर्क होता है ।

Shri Chintamoni Panigrahi: Is it because the incidence of mental disease is higher in Delhi that Government are thinking of having a hospital here, or is there any policy with regard to this?

Shri Karmarkar: No; so far as I am aware, we do not see too many of mentally ill patients in Delhi. The health of Delhi is fairly good.

Mr. Speaker: He wants to know on what grounds this hospital is being established here, especially when there is one at Agra already.

Shri Karmarkar: There was a keen anxiety expressed outside and inside this House to have a mental hospital in Delhi. There are patients from Delhi; there is no escape from that fact. Every place worth the name ought to have a hospital in the new dispensation.

श्री भक्त दर्शन: क्या माननीय मंत्री की जानकारी में यह बात है कि इस समय दिल्ली में जो मानसिक रोगी होते हैं उन को जेल के अन्दर बन्द कर दिया जाता है और उन के इलाज की कोई व्यवस्था आज मौजूद नहीं है तो जब तक यह बड़ा अस्पताल बनता है जिस में कि शायद कोई दो, तीन वर्ष लग जायेंगे तब तक के लिये क्या कोई ऐसी व्यवस्था की जा रही है कि जो ऐसे मानसिक रोगी हैं उन को जेल में न भेज कर कोई फर्स्ट ऐड वगैरह देने का इंतजाम किया जाये ?

श्री करमरकर: जी हां, जैसा माननीय सदस्य ने बतलाया अभी इस की उचित व्यवस्था मौजूद नहीं है और इसलिये मैं आशा करता हूं कि जल्दी से जल्दी इस का प्लान अमल में आ जायेगा और मानसिक रोगियों के समुचित इलाज के लिये बाकायदा एक अस्पताल बन जायेगा ।

All India Super-Grid for Electrical Power

*722. **Shri Ram Krishan Gupta:**
Shri D. C. Sharma:
Shri Rami Reddy:

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 553 on the 19th August, 1960 and state the nature of further progress made so far for establishing an All-India super-grid for generation and distribution of electricity?

The Deputy Minister of Irrigation and Power (Shri Hathi): The States of Andhra Pradesh, Kerala, Madras, and Mysore have completed the Network Analyzer studies of their respective systems individually, and necessary reports are being prepared by them. A combined Network Analyzer study for the Southern Region as a whole, is proposed to be taken up early next year.

Shri Ram Krishan Gupta: In reply to a previous question, the hon. Minister stated:

> "It is proposed to undertake similar studies for other regions also."

May I know whether any progress has been made so far in this regard?

Shri Hathi: No, first, we are starting with the southern zone only.

Shri Harish Chandra Mathur: May I know whether it is an All-India Super-grid or it is an inter-State super-grid? May I also know how the administration and management of the grid will be done? I think it refers to inter-State super-grid, though the heading of the question appears as "All-India Super-grid.

Shri Hathi: This is a regional grid. Subsequently, there will be an all-India super-grid.

Shri Ramanathan Chettiar: When will this southern grid start functioning?

Shri Hathi: I cannot give a definite date, because the preliminary studies in respect of voltage etc. are still being carried on.

Shri D. C. Sharma: May I know the advantages of establishing this grid system in the southern States, and how the southern system will be linked up with the central and other systems?

Shri Hathi: The advantages will be many. I cannot recapitulate all of them during the Question Hour. but one main advantage would be that no stand-by for each particular station will be required, because all the stations will be connected; if any one station fails, the others can maintain the supply; individual stations which are now having stand-bys will not require them, because there will be one continuous connection which will always maintain the supply. That is the main advantage.

Shri Vidya Charan Shukla: Is it a fact that the Central Water Power Commission have laid down certain criteria in regard to the starting of new generating stations and the connecting of new grids? May I know if these fundamental principles laid down by the Central Water Power Commission have been violated while establishing the super-thermal power station at Mirzapur in UP, and if so, why that has happened?

Shri Hathi: As I have said, we are yet starting this regional grid in the southern zone only. There is no question of the northern zone at present. I do not think any rule or any principle is being violated in the setting up of new thermal plants.

Mr. Speaker: Shri Thirumala Rao.

Shri Vidya Charan Shukla: I want to know not only about distribution but also about generation.

Mr. Speaker: I shall allow only one supplementary question to be put by the hon. Member. I have called Shri Thirumala Rao already.

Shri Thirumala Rao: In view of the fact that a blue-print has already been prepared for the southern region, may I know whether provision is being made to settle any possible differences of opinion among the States that may arise, just as they have arisen with regard to distribution of water resources and river valley projects?

Shri Hathi: The question of establishing this southern regional grid was discussed at the seminar and also at the meeting of the Board consisting of the Ministers' and there was no difference. Everybody agreed that it was necessary and desirable that there should be one grid.

Shri Tangamani: May I now whether the establishment of this super-grid for the southern zone will commence from the beginning of the Third

Plan? May I also know whether this and the other points were discussed at the recent meeting of the Central Water Power Commission?

Shri Hathi: It may not commence from the beginning of the Third Plan, but during the course of the Third Plan, we shall be able to start it.

Shri T. B. Vittal Rao: May I know where this super-grid will be located, and what its capacity will be?

Shri Hathi: There is no question of locating the super-grid. To have a super-grid means connecting all the stations by transmission lines. It is not that one particular grid is to be located at one place. All the stations will be connected by a certain voltage transmission line.

Shri Narasimhan: May I know whether this regional or zonal grid will have any bearing on the rates of electricity charges?

Shri Hathi: Well, it will have an effect in this sense that all the generation costs will be pooled together, and the tariff will be fixed accordingly.

Shri Harish Chandra Mathur: May I know whether all the State Governments have accepted this principle of super-grid and whether there is any possibility of Rajasthan and Madhya Pradesh coming together for the purpose?

Shri Hathi: We can make a distinction between the super-grid and the inter-linking of these States. So far as Rajasthan and Madhya Pradesh are concerned, there is already an inter-link from the Chambal project. So far as the super-grid is concerned, it will be in addition to the inter-linking.

Shri T. B. Vittal Rao: May I know whether there will be no necessity to have a super-thermal power station, when this grid comes into operation?

Shri Hathi: No, there would not be necessity of any super-thermal plant; there might be different plants, hydel or thermal, and all of them will be connected.

Shri Anthony Pillai: When the super-grid starts functioning, will each one of the State Electricity Boards be abolished, and one regional electricity board be created?

Shri Hathi: No, it would not be necessary to abolish the electricity boards, because the internal distribution will again rest with the State Electricity Boards.

Shri Tyagi: May I know whether the reaction of the northern States like UP, Punjab and others was collected, and whether they have agreed to fall in line in the organisation of the super-grid?

Shri Hathi: When the question was discussed at the seminar, there were engineers and Ministers from the northern States also.

Shri Tyagi: What was their reaction?

Shri Hathi: They were generally agreeable to this proposition.

National Library for Medical Studies

*723. **Pandit D. N. Tiwari:** Will the Minister of **Health** be pleased to state:

(a) whether the proposal for setting up a National Library for Medical Studies has since been finalised;

(b) if so, the details of the same; and

(c) when and where the Library will be set up?

The Minister of Health (Shri Karmarkar): (a) Not yet.

(b) and (c). Do not arise.

I should like to add that it is really not a new thing to establish a National Medical Library; we have got a good nucleus in the Library attached to the Directorate-General of Health Services. What is sought to be done is to expand it, and expand its functions by making the services available to the whole of the country, instead of only to Delhi.

Pandit D. N. Tiwari: May I know whether as a result of the expansion of the Library, it will contain also

books in Ayurvedic and other systems, or it will contain books only on allopathy?

Shri Karmarkar: Yes. Last year, we have equipped the Library with almost a full set of available Ayurvedic books. The idea is to have Ayurvedic books also in this Library and to expand the Ayurvedic section as well.

श्री म० ला० द्विवेदी: मैं जानना चाहता हूं कि क्या मंत्री महोदय ने इस बात का प्रयत्न किया है कि इस पुस्तकालय के लिये भारतवर्ष के प्राचीन ग्रन्थ जो कि विभिन्न दवाओं के सम्बन्ध में हैं उन को इकट्ठा करने का कोई प्रयत्न किया है ?

श्री करमरकर : जी हां वह काम चल रहा है । डी० जी० एच० एस० लाइब्रेरी के आयुर्वेदिक सैक्शन में यह काम चल रहा है । जो भी इस प्रकार के ग्रन्थ मिलेंगे वह इस लाइब्रेरी में रक्खे जायेंगे ।

Family Planning

\+

*724. **Shri Vidya Charan Shukla:**
Shri D. C. Sharma:
Shri Rameshwar Tantia:
Shri Ajit Singh Sarhadi:

Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 1847 on the 31st August, 1960 and state:

(a) how many of the recommendations of the Family Planning Third Five Year Plan Committee have been accepted and how many have not been accepted; and

(b) progress achieved so far under the scheme?

The Minister of Health (Shri Karmarkar): (a) and (b). A statement containing the required information is laid on the Table of the Lok Sabha. [*See* Appendix II, annexure No. 84.]

Shri Vidya Charan Shukla: The statement says that the research in medical aspect of family planning should be continued. May I know the plans of Government for further research in matters of family planning?

Shri Karmarkar: Firstly, at the scientific level, researches are being conducted in the Indian Cancer Research Centre at Bombay to study the various problems connected with reproduction. Secondly, an important aspect of our research work is the efficacy of oral pills. Good work has been done in Calcutta under the auspices of Dr. Sanyal, and for the last three years, an oral pill has been under test. We are trying to see how far it will be efficacious. I am happy to tell the House that the results are fairly encouraging.

Shri Vidya Charan Shukla: One of the recommendations of this committee was that Rs. 100 crores should be allotted for family planning work in the Third Plan, but tentatively Government have allotted only Rs. 25 crores for this purpose. May I know whether further thought has been given to this matter, and the allotment is being increased?

Shri Karmarkar: Thought has been given to this matter. If we are able to evolve a programme which will cost us nearabout Rs. 25 crores in five years, we have no doubt that sufficient resources will be found by the Government of India for this purpose. But we are not in a hurry to spend money where it is not necessary. We want this work to stabilise on a sound and solid basis.

Shri Thirumala Rao: In view of the fact that a number of oral pills are being put by foreign countries like America and England in the market, is there any provision made in the research laboratories in India to test their efficacy and suitability under Indian conditions?

Shri Karmarkar: Yes. Our Expert Committee and the research centre went carefully into those questions and they came to the conclusion after careful consideration that the time is

not yet ripe to make use of those pills that are available in other countries, in the United States and UK, for family planning purposes; but on a limited scale for certain diseases connected with menstruation, they have advised under the proper guidance of doctors, their limited use, and limited imports.

सेठ अचल सिंह : क्या मंत्री महोदय यह बताने की कृपा करेंगे कि फैमिली–प्लानिंग की तरफ पब्लिक का कैसा रेस्पांस रहा है ?

श्री करमरकर : न केवल शहरों में, बल्कि देहात में भी इस बारे में पब्लिक का रेस्पांस ठीक रहा है। अगर हम कोशिश करें तो पांच वर्षों में सब कंट्री फैमिली-प्लानिंग कानशेस हो जायेगा और हम लोग इस के के लिये मिनिमम इंतजाम कर सकेंगे, जिस से फैमिली–प्लानिंग कामयाब हो जायेगा।

इस विषय में जो प्रोग्रेस हुआ है, आज तक के अनुभव से उस का असर पांच बरस नहीं, दस बरस तक दिखाई देगा।

Shri Tyagi: But do not overdo it.

Shri Hem Barua: May I know whether Government propose to liberalise the provision of contraceptives and make them available to all income groups free of cost during the Third Plan period? Also do they propose to come to an understanding with State Governments to make sterilisation facilities available to all people free of cost in the Third Plan period?

Shri Karmarkar: Regarding contraceptives, during the Second Plan also, these are freely given for persons belonging to a particular low income group, subject to correction, those who are drawing upto Rs. 250 a month.

An Hon. Member: Upto Rs. 300.

Shri Karmarkar: In villages, they are given on a more liberal scale.

Regarding operations, like vesectomy and sterilisation, I am happy to tell the House that we have made provision; in the first instance, in district hospitals we have tried to liberally provide surgeons and ancillary personnel. I am happy to say that some States are making liberal use of these facilities.

Mr. Speaker: He wanted to know whether it would be free.

Shri Karmarkar: Yes, except in the Punjab. In Bombay and Madras, for instance, not only operations are done free, but some money is also given so that the man may not be put to any inconvenience in the matter of expenditure etc. In the Punjab alone, I understood people above a certain income are charged. I personally spoke to the Minister there to make these operations free to everyone who comes for it. I am hoping that they will fall in line; I also hope that other States which have not fallen in line, will do so.

Shri D. C. Sharma: It is stated in the statement that honorary family planning education leaders have been appointed. May I know what are the qualifications for these officers?

Shri Karmarkar: The qualifications for different posts are different. For medical personnel, it is MBBS; for social education and those doing the work of health visitors, the minimum qualification required is not always a medical qualification. But I have not at the moment details about the qualifications required for the various categories.

Some Hon. Members *rose*—

Mr. Speaker: I have allowed a number of questions. Hon. Members will consult doctors.

Nangal Fertilizer Factory

*725. **Shri Harish Chandra Mathur:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) how much power Nangal fertilizers will consume this year; and

(b) whether Punjab Electricity Board have challenged the basis on which rates for the supply have been based and concession rate secured?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Upto about 10,000 KW.

(b) No, Sir. But the Punjab State Electricity Board has represented that in view of the increased cost of generation the rate may be revised.

Shri Harish Chandra Mathur: May I know what is the rate at which power supply will be made and the basis on which it has been worked out?

Shri Hathi: The revised rate will actually depend on the cost of generation that is being calculated now. I cannot give a definite figure at present.

Shri Harish Chandra Mathur: May I know what was the original rate which was fixed for the power supply and what has occasioned the revision of the rate?

Shri Hathi: The original rate was 2.6 pies per k.w.h. Now, after calculation of the division of cost between irrigation and power and other increases in the cost, it appears that the cost of generation of power will be slightly increased. On that basis, the cost of supply to the fertilizer plant will proportionately increase.

Shri Harish Chandra Mathur: Will power be made available to the proposed Rajasthan Fertiliser Factory and other industrial enterprises on the same basis and on the same rate?

Shri Hathi: It will depend on the negotiations. But so far as the Rajasthan Government is concerned, it will have its due share.

Shri Harish Chandra Mathur: May I know whether there is any intention to give preferential treatment for the Fertiliser Factory or whether there would be a uniform rate for all factories to be served from this source of power?

Shri Hathi: Generally, the tariffs are decided on the load factor minimum in respect of each particular factory.

Some Hon. Members *rose*—

Mr. Speaker: I am going to allow Shri Harish Chandra Mathur to continue asking questions. Let me see how many questions he will ask.

Shri Harish Chandra Mathur: May I know whether any tariff has been worked our for power supply from this source? If so, what are the details?

Shri Hathi: The tariff is worked out for domestic use, small industries, large industries etc. I can read it out, but it will take some time.

Shri Harish Chandra Mathur: The broad details only may be given.

Shri Hathi: For the Load Group under Domestic purposes, it is as follows:

1 to 1000 watts

first	15 units per month	30 nP	per unit
next	25 do	15	,,
above	40 do	8	,,

1001 to 3000 watts :

first	25 do	30	,,
next	40 do	40	,,
above	65 do	8	,,

Above 3000 watts.....

Mr. Speaker: No, no. He need not read all that.

Shri Hathi: That was what I submitted.

Mr. Speaker He may place it on the Table.

श्री हेम राज : चूंकि भाखड़ा में गोबिन्द सागर और ऊहल वैली में पानी की कमी है, इस की वजह से पंजाब में बिजली की शार्टेज हो रही है । इस सूरत में जो बिजली पंजाब से दिल्ली या राजस्थान को दी जाती है, क्या वह उस वक्त तक बन्द नहीं की जा सकती, जब तक कि पंजाब का अपना काम न चल जाये ?

Shri Hathi: I do not think we can stop the supply of power to Delhi or other areas.

Shri B. K. Gaikwad: By consuming 10,000 kw. per year, how much fertiliser will the fertiliser plant produce?

Shri Hathi: I do not know how much fertiliser will be produced.

Electric Locomotives at Chittaranjan

+

*726. { **Shri D. C. Sharma:** **Shri T. B. Vittal Rao:**

Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 315 on the 10th August, 1960 and state the further progress made in making arrangements for the manufacture of electric locomotives at Chittaranjan?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Manufacture of the first 1500V D.C. electrict locomotive is progressing at Chittaranjan Locomotive Works. About 30 per cent. of the mechanical parts have been manufactured at C.L.W. Some of the electrical parts are ready for shipment ex. U.K. The first Electric Locomotive is expected to be ready by the middle of 1961.

Shri D. C. Sharma: How much of the components of these electric locomotives will be indigenous and what percentage will be imported from abroad, and from which country?

Mr. Speaker: He said 30 per cent.

Shri Shahnawaz Khan: I did not say that.

The mechanical portion of the locomotives will be manufactured at the Chittaranjan Locomotive Works. The electrical components will be imported.

Shri D. C. Sharma: When this factory is in full operation, what will be the target of production of these electric locomotives?

Shri Shahnawaz Khan: During the Third Plan, we are making arrangements to manufacture 4 electric locomotives per month That is the target.

Shri Sadhan Gupta: May I know whether there is any proposal to manufacture AC locomotives also; and if so, what is the target?

Shri Shahnawaz Khan: Yes, Sir; we have a plan to manufacture AC locomotives at Chittaranjan also. In fact, we have invited global tenders; the tenders have come and the matter is under consideration. We hope by the middle of 1963 we shall be in a position to manufacture AC locomotives.

Shri T. B. Vittal Rao: May I know on what basis the hon. Minister says that the first electric locomotive will roll out on the rails from Chittaranjan by 1961 in view of the fact that we have yet to receive components from the foreign countries? May I also know what will be the percentage of the cost of this to the total cost of the locomotive?

Shri Shahnawaz Khan: As I said, progress on the mechanical parts is 30 per cent. So far as the mechanical portion is concerned, there is no difficulty. The electrical components are already under shipment. In fact, from the company which is sending these components, we had obtained some locomotives earlier.

Mr. Speaker: The hon. Member wants to know in terms of price the cost of the indigenously manufactured one to the imported one. What is the percentage of the price of the imported material to the total cost?

Shri Shahnawaz Khan: It is more or less 50-60; more or less half.

Shri N. R. Muniswamy: May I know what would be the estimated cost of this locomotive?

Mr. Speaker: As a whole.

Shri Shahnawaz Khan: The estimated cost, in the beginning, will be about Rs. 10 lakhs per locomotive.

Shri Raghunath Singh: What is the requirement of electric locomotives

for India and when will India be self-sufficient in the production of the electric locomotives?

Mr. Speaker: It is too early. (*Interruptions*).

Shri Nath Pai: It may take some time; but they should tell us the estimated requirement.

Shri Shahnawaz Khan: I can tell that. The requirement during the Third Five Year Plan—of electric locomotives—would be 255 additional locomotives.

Shri Vidya Charan Shukla: We have been told that the electrical components of the locomotives would be imported. May I know whether they have made inquiries to find out whether the Bhopal Heavy Electric Works can make these components or not?

Shri Shahnawaz Khan: It will take some time for the Bhopal Heavy Electricals to supply these electrical components (*Interruption*). we are manufacturing 10 DC locomotives at Chittaranjan and the electrical components will be imported. We have called for tenders for 42 more AC brake-type locomotives and the electrical components will also be imported. But, thereafter, we hope the Bhopal Heavy Electricals will be in a position to supply us the electrical components and we will not import any more.

Shri T. B. Vittal Rao: May I know the reason for manufacturing the DC electric locomotives in view of the fact that DC has completely gone out of date and AC is the only thing that is being used now?

Shri Shahnawaz Khan: These DC locomotives are, as the hon. Member knows, already working on certain sections of our Railways. And, it is to replace those electric locomotives that we have done this.

Shri Tangamani: May I know how long it will take for these 10 DC locomotives to come into operation?

Mr. Speaker: The hon. Minister said 1961.

Shri Shahnawaz Khan: I said 1961.

Shri Tangamani: He said that the first one will be by the middle of 1961. They have already started work at Chittaranjan.

Mr. Speaker: Very well; he will give the date of the last one.

Shri Shahnawaz Khan: Sir, the first one will be by the middle of 1961 and the last one will be by the beginning of 1962.

Shri S. M. Banerjee: The hon. Minister stated that the price will be about Rs. 10 lakhs. I want to know how it compares with the imported price

Mr. Speaker: Of the full locomotive of the same type.

Shri Shahnawaz Khan: It is more or less the same. The last consignment of 110 locomotives that we received were more or less of the same price—Rs. 10 lakhs each.

Shri T. B. Vittal Rao: May I know whether we are going to manufacture the diesel locomotives also in Chittaranjan; if not, where are we going to manufacture them?

Shri Shahnawaz Khan: No decision has yet been taken as to where it is going to be manufactured. In fact, the matter is under consideration yet.

Land Acquisition in Delhi

\+

*727. { **Shri Radha Raman:** / **Shri Rameshwar Tantia:** / **Shri Shree Narayan Das:** }

Will the Minister of **Health** be pleased to refer to the reply given to Starred Question No. 659 on the 7th March, 1960 and state:

(a) whether it is a fact that Government have decided to release only 2500 acres for development as construction sites by Delhi Development Authority out of 34,070 acres of urban

and suburban land frozen in Delhi by them;

(b) the criteria for allotment of developed land to house-builders; and

(c) how the priority will be fixed for the co-operative societies of house-builders?

The Minister of Health (Shri Karmarkar): (a) No decision has been taken as yet. The matter is under consideration.

(b) and (c). Do not arise.

Shri Radha Raman: In view of the fact that this notification was made more than a year ago, may I know how long more will Government take to come to certain decisions about these vital matters?

Shri Karmarkar: An inter-departmental committee under the Chairmanship of the Home Minister has recently finalised the basic considerations which should govern the decisions of allotment of this land. Still it is difficult to say the exact time. It will be a few months before it comes into operation.

Shri Radha Raman: The hon. Minister just now said that the committee has taken some basic decisions. What is the nature of these basic decisions?

Shri Karmarkar: It is too early for me to say. I shall consider the matter because it is not exactly the question of the Health Ministry only. But, if the hon. Member tables a question I shall be happy to share with the House those matters which are relevant.

Shri Radha Raman: In view of the acute shortage of houses in Delhi and of the freezing of such a big junk of land in Delhi, will Government not think that early steps ought to be taken to finalise their decision with regard to this land which is under notification of acquisition?

Shri Karmarkar: I entirely agree with the hon. Member.

Shri Shree Narayan Das: May I know whether any long-range programme has been made by the Development Authority for such development?

Shri Karmarkar: The Development Authority has under consideration—I forget the number of hundreds of acres—about 1,200 acres I think; they have taken steps to notify and they hope to develop it, I am told, within one year from now so as to make it available for the public for anyone who wants to buy.

श्री प्रकाश वीर शास्त्री : क्या माननीय मन्त्री महोदय बतलाने की कृपा करेंगे कि कितनी सरकारी संस्थाओं ने आवेदन-पत्र दिये हैं और सरकार की तरफ से कितनी सहकारी संस्थाओं को मान्यता मिली है ?

श्री करमरकर : मैं सवाल के आखिरी भाग को नहीं समझा हूं। कायदे के मताबिक कोआप्रेटिव सोसाइटीज को रजिस्टर किया जाता है, मान्यता की कोई आवश्यकता नहीं होती है। उस को मैलाफाइडीज के अगर कोई कारण हों तो सरकार जब लैंड एलाट करती है, उस वक्त अपने अधिकार का प्रयोग कर सकती है और उस को ऐसा करना होगा। जहां तक कोआप्रेटिव सोसाइटीज की संस्था का सम्बन्ध है, जिन के आवेदन हमारे पास आ गये हैं। अगर माननीय सदस्य नोटिस देंगे तो मैं उन को आवश्यक जानकारी दे सकूंगा।

Shri B. K. Gaikwad: Whatever land Government may have decided to release for Delhi development, may I know whether this will be sold by public auction or will be given at some concessional rates to those who live in Delhi slum areas, and particularly Scheduled Castes and Scheduled Tribes people?

Shri Karmarkar: So far as I can anticipate, broadly, there is an idea of making land available to the lower income groups at something of a concessional rate. Regarding Cooperative House-Building Societies it has been decided that priority should be given to such schemes. Regarding Schedul-

ed Castes and Scheduled Tribes, so far as the purchase and sale of the land under this scheme is concerned, I am afraid, there will be no concession. But there will be other sources where concessions are given by way of loans and the rest in order to help the Scheduled Castes population—our brothers—towards having their houses.

Shri Thirumala Rao: The hon. Minister now said that these plots will be made available to the lower income group people. May I know whether the attention of the Government in the Ministry of Health has been drawn to a recent advertisement made by a sister Ministry, the Ministry of Works, Housing and Supply, that plots will be auctioned and will be given only to the highest bidders making them available only to very rich men?

Shri Karmarkar: I think, Sir, there is some meaning in that. Unless there are some high bidders we shall not be able to give some concessions to the lower income groups. So far as this land is concerned and so far as I can anticipate the idea is to charge the richer a little more and charge the less fortunate people a little less.

Shri Yadav Narayan Jadhav: May I know the break-up of allotment for different purposes?

Shri Karmarkar: Nothing has been yet allotted out of this land. The land is to be developed. Recently a decision has been taken about the basic considerations that will govern the allotment. Therefore, it is too early to say what will be the break-up of these 34,070 acres.

Shri Yadav Narayan Jadhav: How long will it take to finalise this?

Shri Ansar Harvani: In view of the fact that Government has been receiving complaints about the colonisers, has the Government come to any decision that in future this land will not be allotted to professional colonisers and will be allotted only to housing co-operative societies?

Shri Karmarkar: Everybody comes as a non-professional, but we are trying to see that no professional land developer is encouraged. It is difficult to find what is what.

Shri B. K. Gaikwad: The hon. Minister has said that no land will be given on concession to Scheduled Castes, Scheduled Tribes and other Backward Classes. I want to say, Sir, that lakhs and lakhs of people are living in slum areas in Delhi. If this land is sold by public auction, will it be possible for these poor people to get any land? May I know what arrangements the Government propose to take to provide them with land?

Mr. Speaker: He wants to know if any portion of this land is reserved for lower income group people, particularly the Scheduled Castes and Scheduled Tribes.

Shri Karmarkar: Till now there has been no consideration or reserving any space to be given free or at concessional rates to any particular class. What is sought to be attempted is to put the lower income group people together, and the idea is that we might charge the richer people, people who want a larger amount of land, a little more and in the case of those who want small plots of 200 square yards a little less than what otherwise they might have to pay. Regarding concessional rates we have decided to extend such concessions to co-operative societies and it would be good for all classes to form themselves into co-operatives and derive the benefit.

Mr. Speaker: He wants to know whether any special arrangements are being made to house Scheduled Caste, Scheduled Tribes and other Backward Classes people who do not have much of an income.

Shri Karmarkar: Not under this scheme. There are other schemes where concessions are given. There

are schemes under which loans can be given, free land can be given and things like that, but that is not part of this scheme.

Shri Radha Raman: The hon. Minister, if I have understood him correctly, said that out of 34,070 acres of land which is under notification a portion thereof will be taken in hand for development. May I know whether the Government has thought of providing sufficient amount which will be required for expeditious development of this land which is under consideration?

Shri Karmarkar: So far as the land to be purchased is concerned—it was notified, I think by this time that matter must have been finalised by the Delhi Development Authority—provision has already been made. Regarding further lands to be acquired and developed, so far as we can anticipate an amount of Rs. 5 crores will be available during the Third Five Year Plan as a revolving fund—that is to say, it will be utilised on land, lands will be sold and things like that.

Japanese Method of Paddy Cultivation

\+

*728. **Shrimati Ila Palchoudhuri:**
Dr. Ram Subhag Singh:
Shri Goray:
Shri Ajit Singh Sarhadi:
Shri P. K. Deo:
Shri Ram Krishan Gupta:
Shri Aurobindo Ghosal:
Shri Rami Reddy:
Shri Achar:
Dr. Samantsinhar:
Shri N. M. Deb:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that a scheme for setting up demonstration-cum-training farms in the rice-producing States in India with the assistance of Japanese technicians is under the consideration of the Government of India;

(b) if so, the details thereof; and

(c) when it is likely to be finalised?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) A scheme is being considered in consultation with the State Governments to demonstrate under Indian conditions the increase of rice yields by the use of improved farm implements, practices and techniques of Japanese farmers.

(b) and (c). It is too early to give any definite idea about these details. When the discussions reach a conclusive stage it will be possible to give this information.

Shrimati Ila Palchoudhuri: The true method of Japanese cultivation has not been implemented yet although we have had a lot of propaganda about it. May I know whether we intend to have mechanised units, the implements, the fertiliser and also the transplanting of seedlings?

Shri M. V. Krishnappa: The Japanese method of paddy cultivation was started in this country some four or five years back. That is being followed in many places, every year our targets are going up, the acreage under this cultivation is going up and many farmers are taking to it. There are three Japanese farmers who have come to Saharanpur. We have given them 3½ acres of land. They have brought their own implements from Japan. With only one bullock improved implements they are growing two to three times what our farmers are able to do. In the first crop they raised 40 to 50 maunds of paddy per acre. In the second crop they raised 60 to 70 maunds per acre. We want to introduce this system in our demonstrative and training centres.

Shri Thirumala Rao: What is the ratio of investment and production?

Shri M. V. Krishnappa: It was stated that it would cost roughly Rs. 300 per acre. If they spend Rs. 300 per acre and raise 50 maunds of paddy it comes to Rs. 5 or Rs. 6 per maund. It is quite cheaper compared to what our farmers are able to do

Certainly it is a very good way of increasing our yields.

Pandit Munishwar Dutt Upadhyay: What is the approximate area under Japanese method of cultivation up till now?

Shri M. V. Krishnappa: That is a different question. I am prepared to give the figure if the hon. Member tables a separate question. It runs into millions of acres.

Pandit Munishwar Dutt Upadhyay: May I know the number of Japanese technicians who are already here?

Shri M. V. Krishnappa: There are three Japanese farmers who are here. They are cultivating a plot of 3½ acres at Saharanpur, on the way to Dehra Dun where the road branches to Saharanpur and after Roorkee. You can see that farm.

Dr. Ram Subhag Singh: May I know whether the efficacy of the Japanese agricultural implements have been tested; if so, whether the Government propose to import them or get them maunfactured here?

Shri M. V. Krishnappa: The Japanese implements are very very simple implements. They can be manufactured in our country by our ordinary smiths or our *lohars* in the villages. A number of these Japanese implements are being maunfactured in the country already.

Dr. M. S. Aney: How many crops have the Japanese farmers raised so far?

Shri M. V. Krishnappa: In the course of one year they have taken three crops in the same plot of land at Saharanpur. Our colleague Shri Shahnawaz Khan has also a farm nearby, but he could raise only one crop whereas these farmers have taken three crops.

Shri Ranga: Is it not a fact that most of our farmers who are raising paddy crops are not able to find even Rs. 100 per acre as investment whereas these people are supposed to have provided Rs. 300 per acre?

Shri M. V. Krishnappa: If a great majority of our farmers cannot invest, that is a different question. A Japanese farmer is well known in the world. He is the best intensive cultivator in the world. The per acre yield in Japan can be compared to the yield per acre in America or any other progressive agricultural country in the world. They get two times the yield per acre compared to other countries. They are intensive cultivators. We want to learn from them. They plough with one bullock. That is a big saving. Instead of feeding two bullocks a farmer need feed only one bullock. With one bullock they are getting more.

Shri Tyagi: Have the Government tried the Indian method of cultivation with as much heavy investment as Rs. 300 per acre and then compared as to whether the yield by that method per acre also comes anywhere near the yield by the Japanese method of production with a heavy investment of Rs. 300 per acre?

Shri M. V. Krishnappa: I certainly agree with Tyagiji. I am also a farmer. If we invest more we can reach these standards. But there are techniques. As I said, the Japanese use only one bullock and certain improved implements. Here if you give more money it is invested on the same implements. The Japanese use improved implements. They use only one bullock. If you give more money our farmers will purchase two more bullocks.

Shri Ranga: There is no shortage of bullocks in India.

Mr. Speaker: Nobody forces hon. Members to adopt the Japanese method. Hon. Members are free to adopt it or not adopt it.

Shri Tyagi: It is a question of Rs. 300 per acre.

Shri M. V. Krishnappa: That is a rough figure. The final figures have not yet come. It was expected that the investment would be about Rs. 300 per acre in our farm in Suratgarh, we are investing Rs. 225 per acre growing half of what they are growing.

Mr. Speaker: Nobody compels the use of Japanese method.

Shri Ranga: First you will have to provide the necessary credit to our farmers. Does not my hon. friend himself know that the paddy growers in Chittoor District are just as hard working as the Japanese farmers?

Shri M. V. Krishnappa: Certainly. The hon. Member had come to my village when I was a boy and I remember he saw my farm. My farm was better than the Japanese farms. But I cannot say all the farmers in India are of the same type.

सोहना का गर्म पानी का चश्मा

*७३०. **श्री प्रकाश वीर शास्त्री :** क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हाल के भूकम्प के कारण सोहना के गरम पानी के स्रोत में पानी का बहाव कुछ कम हो गया है;

(ख) यदि हां, तो क्या इस का कारण जानने का प्रयत्न किया गया है; और

(ग) क्या केन्द्र द्वारा पंजाब सरकार से इन स्रोतों को लेन के प्रश्न के बारे में कुछ और प्रगति हुई है ।

स्वास्थ्य मंत्री (श्री करमरकर) : (क) जी नहीं ।

(ख) यह प्रश्न नहीं उठता ।

(ग) पंजाब सरकार से सोहना के गरम पानी के स्रोतों को लेने का केन्द्रीय सरकार का कोई विचार नहीं ।

श्री प्रकाश वीर शास्त्री : सोहना में जो यह गरम पानी का स्रोत है इस में गठिया और त्वचा सम्बन्धी दूसरे रोगों को शान्त करने की बड़ी भारी शक्ति है और इस प्रकार के रोगी वहां पहुंचते भी रहते हैं । क्या मैं जान सकता हूं कि इस को एक उतम स्वास्थ्य केन्द्र बनाने के लिये केन्द्रीय सरकार कोई कार्यवाही नहीं कर सकती ?

श्री करमरकर : हम ने कई दफा पंजाब सरकार को इस बारे में लिखा है । मैं आशा करता हूं कि वह कोई न कोई चेष्टा करेंगे ।

श्री प्रकाश वीर शास्त्री : यह मेरी जानकारी में है कि केन्द्रीय सरकार की ओर से पंजाब सरकार को इस विषय में लिखते हुए एक लम्बा समय निकल चुका है । मैं जानना चाहता हूं पंजाब सरकार की उपेक्षा-वृत्ति को ध्यान में रखते हुए क्या केन्द्रीय सरकार इस के लिये कोई समय निर्धारित करेगी कि पंजाब सरकार इस समय तक या तो वहां एक स्वास्थ्य केन्द्र स्थापित करे अन्यथा फिर केन्द्रीय सरकार उस को अपने हाथ में ले लेगी ?

श्री करमरकर : किसी चीज को हाथ में लेना आसान चीज नहीं है । यह बात माननीय सदस्य जानते हैं इस बारे में कोई शिकायत का स्थान नहीं है । हम तो पंजाब सरकार को लिखते हैं लेकिन कभी कभी उन का जवाब भी नहीं आता । अगर माननीय सदस्य हमारी मदद करें तो जवाब आ जायेगा और हमसे जो सहायता हो सकती है वह हम करेंगे । मुझे यह कहने में खुशी है कि पंजाब सरकार इस बारे में दिलचस्पी ले रही है ।

Shri Raghunath Singh: The main point is whether the water has been examined and analysed.

Shri Karmarkar: Yes, Sir; it has been analysed. Some Russian experts

were here some years ago and it was one of the three springs which the State Government were requested to take up for development. It has got useful properties and therefore we have taken an interest in the matter. If the Punjab Government requires any technical aid, we shall be happy to help them.

Shri Hem Raj: May I know whether there are any hot water springs Manikaran in Kulu valley and whether any investigation has been made about the medicinal properties of those waters?

Shri Karmarkar: I am aware of the fact that there are hot water springs round about the area from which my hon. friend comes and Manikaran is one of them. I read the other day in the papers that the Punjab Government has been taking an interest in the matter.

श्री हेडा : क्या सरकार इस बात की व्यवस्था करने की सोचती है कि इस पानी को लाभ पहुंचाने के लिये बाथरूम का इन्तिजाम किया जाये ताकि लोग उस का पूरा पूरा लाभ उठा सकें न कि केवल खुले तौर पर नहा सकें जैसा कि अभी करते हैं ?

श्री करमरकर : जी हां जहां इस प्रकार के स्रोत होते हैं उन से लोगों को उपयुक्त लाभ पहुंचाने के लिये ऐसी व्यवस्था होनी चाहिये । हम ने इस के लिये स्टेट गवर्नमेंट से विनती की है ।

श्री हेमराज : जहां स्टेट गवर्नमेंट इस तरह के पानी के चश्मों को बेहतर बनाना चाहती है वहां उस के लिये सेन्ट्रल गवर्नमेंट क्या इमदाद देगी ?

श्री करमरकर : हम आशीर्वाद देते हैं । (*Interruption*). Even that is useful. If they require any technical aid, we will give it. It does not require so much money to develop these things. For instance, Sohna will require only Rs. 1 lakh or Rs. 2 lakhs. It is a question of pumping out the water and bringing it to the bath-room. If we thought it was a serious question of money, we would have helped them gladly. What is needed is a little more self-speed.

Shri S. M. Banerjee: Since many patients suffering from sciatica and gout have been cured in Sahasradara in Dehra Dun and Rajgiri, where there are springs, I want to know whether those springs are going to be controlled scientifically by either the Central or State Health Ministry to give permanent relief to the sufferers?

Shri Karmarkar: I have a desire to control them if that was possible. I have got the Constitution examined and unhappily for me, I cannot exercise any control over those springs. Therefore it is that I am unable to do anything in the matter.

Shri S. M. Banerjee: I was myself cured, Sir.

Mr. Speaker: The hon. Minister says he has no control over the springs.

श्री प्रकाशवीर शास्त्री : क्या मैं जान सकता हूं कि इस सोहना के गरम पानी के स्रोत को एक उत्तम स्वास्थ्य केन्द्र के रूप में परिवर्तित करने के लिये रूसी विशेषज्ञों ने अपना सहयोग देने का आश्वासन दिया था ? यदि हां, तो उन के सहयोग से लाभ उठाने की दिशा में सरकार क्या प्रयत्न कर रही है ?

श्री करमरकर : जो सहायता उन्हों ने दिलवाई थी वह आ गयी है । उन्हों ने उस को देखा, परीक्षा की और उस के बाद रिपोर्ट दे दी । हम ने न उन से पैसा मांगा और न उन्होंने देने की बात कही । इस में पैसे की बहुत जरूरत भी नहीं है । अगर माननीय सदस्य भी इस दिशा में कोशिश करते तो मैं भी उन का साथी हो जाता और लाख दो लाख रुपया इकट्ठा कर के इस स्रोत को उपयुक्त बना सकते ।

श्री भक्त दर्शन : माननीय मंत्री जी ने कहा कि वे इस प्रकार की योजनाओं के लिये

मुक्त कंठ से आशीर्वाद देते हैं। मैं जानना चाहता हूं कि वे क्या अपने प्रयत्नों को केवल आशीर्वाद तक ही सीमित रखना चाहते हैं, या उन्हों ने आर्थिक सहायता देने के लिये भी कोई योजना बनाई है ?

श्री करमरकर : माननीय सदस्य बुरा न मानें तो मैं कहूंगा कि अगर वह अपने कंठ को दिल्ली ही की तरफ न रख कर अगर स्टेट की तरफ भी रखें तो यह चीज आसान बन सकती है ।

श्री पद्म देव : माननीय मंत्री जी को यह मालूम है कि हिमाचल में दरिया सतलुज के किनारे तत्ता पानी नाम का एक चश्मा है जिस के पानी से केवल गठिया का रोग ही ठीक नहीं होता बल्कि कुष्ठ का रोग भी अच्छा होता है, क्या उस चश्मे के सम्बन्ध में माननीय मंत्री जी के विचाराधीन कोई योजना है ?

श्री करमरकर : वह कहां है, मैं सुन नहीं सका ।

श्री पद्म देव : सतलुज के किनारे तत्ता पानी का चश्मा है जहां राष्ट्रपति भी गये थे और भी बड़े बड़े लोग जाते हैं ।

अध्यक्ष महोदय : सारे हिन्दुस्तान में बहुत से स्प्रिंग हैं ।

श्री करमरकर : जहां इस प्रकार का पानी होता है वह उपयोगी होता है । जहां गरम पानी के स्प्रिंग हैं उन में से बहुतों में मैडिकल प्रापर्टीज होती हैं। और उन से बहुत सी बीमारियां ठीक होती हैं। यह बात माननीय सदस्य ने ठीक कही ।

श्री पद्म देव : वह गंधक का पानी है जो गठिया के अलावा हाजमे के लिये भी फायदेमन्द है ।

Mr. Speaker: Does it relate to Sohna? No. There are a number of springs both in the north and the south. Shall I allow all the springs to be brought up here? Next question.

Rajasthan Canal

\+

*731. { **Dr. Ram Subhag Singh:**
Shri P. K. Deo:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Rajasthan Canal has been partially opened;

(b) if so, how;

(c) the progress made so far in the construction of the canal;

(d) when it will be completed and how much land will be ultimately irrigated;

(e) acreage of land to be irrigated this year; and

(f) the steps taken to check wastage of water through seepage?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No, Sir.

(b) Does not arise.

(c) to (f). A statement giving the information is laid on the Table of the House. [*See* Appendix II, annexure No. 85].

Dr. Ram Subhag Singh: It is mentioned in the statement that the project is phased in two stages and the first stage is expected to be completed by 1968-69. May I know the acreage of land which will be brought under irrigation by 1968-69?

Shri Hathi: About 20 lakhs of acres.

Dr. Ram Subhag Singh: May I know whether the construction of Rajasthan Canal is going to be affected by the recent Canal Water Treaty with Pakistan?

Shri Hathi: No.

श्री प्रकाशवीर शास्त्री : पाकिस्तान के साथ जो नहरी पानी समझौता हुआ है उसके बारे में समाचार पत्रों में यह पढ़ने में आया है कि इससे राजस्थान नहर को बहुत दिन तक

पानी नहीं मिल सकेगा। मैं जानना चाहता हूं कि क्या यह सही है। यदि हां, तो उसकी पूर्ति के लिए भी सरकार कोई प्रयत्न कर रही है?

Shri Hathi: That is not correct information.

श्री हेमराज: राजस्थान नहर को पौन बांध से पानी मिलेगा। क्या मैं जान सकता हूं कि उस बांध से जो लोग बेघर होंगे उनको बसाने के लिए उस बांध से सैराब होने वाली जमीन में जगह रखी गयी है?

Shri Hathi: Priority will be given to the people displaced from that area.

Bombay-Agra Road

*732. **Shri Yadav Narayan Jadhav:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the work of broadening the Bombay-Agra Road has been taken up;

(b) if so, what is the progress that has been attained at the various sections; and

(c) what will be the increased width against the present one?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (c). Yes, Sir. The work of widening carriageway from 12ft. to 22 ft. has been taken up in convenient stages depending upon the availability of funds.

(b) One work for widening carriageway from 12 ft. to 22 ft. for a length of 18 miles in Madhya Pradesh has been completed. Further works of widening 59 miles in Madhya Pradesh and 11 miles in Maharashtra are in progress.

Shri Yadav Narayan Jadhav: May I know whether it is a fact that the breadth of the road is not sufficient for the modern heavy traffic? If so, will the work be expedited?

Shri Raj Bahadur: It all depends upon the finances available.

Shri T. B. Vittal Rao: May I know whether for determining the width of a national highway there is no criterion? Should its width not at least be 12 feet with 3 feet berms on both sides?

Shri Raj Bahadur: We have got to manage everything within the finances available. We always try to increase the width when the density or congestion of traffic demands that.

Mr. Speaker: What the hon. Member wants to know is whether any dimension has been fixed for a national highway that it should be at least this much wide. Is there any such criterion?

Shri Raj Bahadur: We go by the volume of traffic in any particular sector. In fact, specifications are considered and fixed by a body of engineers, the Indian Road Congress, from time to time. We have got to rest content with single lanes because of lack of finance. Where the volume of traffic is low, one lane is sufficient and double lanes or more are provided in case of sectors with congested traffic depending on the availability of the finances.

WRITTEN ANSWERS TO QUESTIONS

Purchase of Aircrafts

*721. **Shri P. G. Deb:** Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Unstarred Question No. 2109 on the 5th September, 1960 and state:

(a) whether any decision has since been taken regarding the number and type of aircrafts to be purchased during the third Five Year Plan period; and

(b) if so, the details of the same?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) No, Sir.

(b) Does not arise.

Contact Dermatitis

*729. **Shri Ajit Singh Sarhadi:** Will the Minister of **Health** be pleased to state:

(a) whether any experiments have been carried out to assess how far the use of Rubber Soles and Nylon are responsible for contact dermatitis; and

(b) whether any opinion has been sought from British Medical Council, where use of Nylon and Rubber is much in vogue?

The Minister of Health (Shri Karmarkar): (a) Over a hundred cases of contacts dermatitis have been studied in the Irwin Hospital. Patch tests have been conducted with the suspected agents. Various processes in the manufacture of Rubber Chappals (Hawai) have been studied in detail and the chemicals used by the industry have been obtained for further patch testings to find out the exact cause.

(b) No Sir.

P.L. 480 Agreement

*733. **Shri Rami Reddy:**
Shri N. R. Muniswamy:
Shri Ajit Singh Sarhadi:
Shri D. C. Sharma:

Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 59 on the 2nd August, 1960 and state:

(a) whether any import of wheat from America under P.L.-480 Agreement dated the 4th May, 1960 has been made so far;

(b) if so, the quantity imported; and

(c) whether any phased programme has been prepared for importing foodgrains under this Agreement?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) Up to the 15th November, 1960 about 792 thousand tons of wheat and about 64 thousand tons of rice have been shipped. Of these, about 216 thousand tons of wheat and about 16 thousand tons of rice have arrived in India by that date.

(c) Yes, Sir.

Marine Officers

*734. **Shri Indrajit Gupta:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the report of the Committee on service conditions of Marine Officers of the Calcutta Port has been submitted; and

(b) if so, the action taken on the Committee's recommendations?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir.

(b) Does not arise.

Yogic Practices

*735. **Shri A. M. Tariq:**
Shri Ram Krishan Gupta:

Will the Minister of **Health** be pleased to refer to the reply given to Starred Question No. 1194 on the 8th September, 1960 and state the result of more studies conducted to determine the exact significance of physiological changes produced in the body as a result of yogic practices?

The Minister of Health (Shri Karmarkar): Further study is still in progress and it is too early to come to any conclusion.

फ्रीक्वेन्सियों का प्रयोग

*७३६. डा० राम सुभग सिंह : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अन्तर्राष्ट्रीय दूर संचार संघ ने हाल में भारत सरकार को अगले वर्ष के मध्य तक सभी फ्रीक्वेन्सियों को काम में लाने का सुझाव दिया है ;

(ख) यदि हां, तो इन फ्रीक्वेन्सियों को काम में लाने के लिए क्या प्रयत्न किये जा रहे हैं ; और

(ग) क्या ये प्रयत्न अगले वर्ष तक पूरे हो जायेंगे ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री) : (श्री राज बहादुर) : (क) जी नहीं, अन्तर्राष्ट्रीय दूरसंचार संघ (International Telecommunications Union) ने खास तौर पर, भारत सरकार को अगले वर्ष के मध्य तक सभी फ्रीक्वेन्सियों को काम में लाने का सुझाव नहीं दिया है।

(ख) और (ग). प्रश्न ही नहीं उठता।

Import of Rice From Burma

*737. **Shrimati Renuka Ray:**
Dr. Ram Subhag Singh:
Shri D. C. Sharma:
Shri Raghunath Singh:
Shri Ram Krishan Gupta:
Shri Bishwanath Roy:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the proposed agreement with Burma for the import of rice from that country has been finalised; and

(b) if so, the quantity of rice to be imported and the terms and conditions of the agreement?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). While a formal contract has yet to be signed an agreement has been reached for the purchase of 2 lakh tons of rice in 1961 from Burma. It would not be in the public interest to disclose the price.

Sleeping Coach in Delhi-Kalka Mail

*738. **Shri S. M. Banerjee:** Will the Minister of **Railways** be pleased to state:

(a) whether a sleeping III-Class coach is likely to be provided in 1 UP and 2 Down Delhi-Kalka Mail from Delhi to Howarh and *vice versa* with effect from 1st April, 1961; and

(b) if not, from what date it is likely to be introduced?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) A III-class 3-tier sleeping coach of the new design has since been introduced on 1 UP and 2 Down Howrah-Kalka Mail between Delhi and Howrah with effect from 1st November, 1960. Its extension between Delhi and Kalka is being examined.

(b) Does not arise.

खोह-खड्डवाली भूमि को कृषि योग्य बनाना

*७३९. **श्री भक्त दर्शन :** क्या खाद्य तथा कृषि मंत्री ३ मार्च, १९६० के तारांकित प्रश्न संख्या ५३७ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि विभिन्न राज्यों में खोह-खड्डवाली भूमि को कृषि योग्य बनाने की योजना कार्यान्वित करने में अब तक क्या प्रगति हुई है ?

कृषि मंत्री (डा० पं० श० देशमुख) : सभा की टेबल पर एक विवरण रख दिया गया है।

विवरण

सम्बन्धित राज्य सरकारों ने खोह-खड्डवाली भूमि के कृषि योग्य बनाने की योजनाओं को कार्यान्वित करने में निम्न प्रगति की है :—

(१) गुजरात सरकार ने खोह-खड्ड भूमियों के कृषियोग्य बनाने, सर्वे और अनुसन्धान इत्यादि करने के लिए एक योजना बनाई है और इसके लिए अस्थायी रूप में १००·५० लाख रुपये के उपबन्द की स्वीकृति दे दी है।

(२) द्वितीय पंचवर्षीय योजना काल में मध्य प्रदेश सरकार की खोह-खड्ड भूमि को कृषि योग्य बनाने की योजनायें लगभग पूरी होने वाली हैं। इन योजनाओं के

अन्तर्गत मार्च, १९५६ से अक्तूबर, १९६० तक १५०० एकड़ का क्षेत्र लाया गया है।

(३) इस वर्ष के अन्त तक उत्तर प्रदेश सरकार द्वारा खोह-खड्डावाली भूमियों के ६,४०० एकड़ों के सर्वे का काम पूरा करने की आशा है।

(४) राजस्थान सरकार द्वारा स्थापित एक विशेष समिति ने खोह-खड्डवाली भूमियों को कृषि योग्य बनाने के लिए अपनी सिफारिश दे दी हैं और उसकी रिपोर्ट अभी राज्य सरकार के विचाराधीन है।

(५) खोह-खड्ड भूमि को कृषि योग्य बनाने केलिए राज्यों की तीसरी पंचवर्षीय योजना में शामिल करने के लिए सिफारिश की गई अस्थायी राशि और इसके प्रस्तावित लक्ष्य निम्नलिखित हैं :—

गुजरात :—५ लाख एकड़ों का सर्वे करने और १२००० एकड़ों को कृषि योग्य बनाने के लिए १००·५० लाख रुपये।

मध्य प्रदेश :—१२००० एकड़ों को कृषि योग्य बनाने के लिए ७० लाख रुपये।

उत्तर प्रदेश :—१०,००० एकड़ों के लिए ५० लाख रुपय।

राजस्थान :—६,००० एकड़ों के लिए १० लाख रुपये।

जम्मू और काश्मीर:—४००० एकड़ों के लिए ६·० लाख रुपये।

पंजाब :—१,७०० एकड़ों के लिए २.६० लाख रुपये।

उत्तर प्रदेश, मध्य प्रदेश, राजस्थान और गुजरात में राज्यों के प्रयत्नों को बढ़ावा देने के लिए केन्द्रीय सहायता प्राप्त योजना का एक प्रस्ताव विचाराधीन है।

Reorganisation of Central Water and Power Commission

*740. { **Shri Ram Krishan Gupta:** **Shri D. C. Sharma:**

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Unstarred Question No. 1298 on the 23rd August, 1960 and state:

(a) whether the scheme of reorganisation of the Central Water and Power Commission has since been finalised; and

(b) if so, the nature of the scheme finalised?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The Central Water and Power Commission Reorganisation Committee had made certain recommendations about the future organisation of the Commission. A statement containing the decisions taken by Government the various recommendations made by the Committee is laid on the Table of the House. [*See* Appendix II, annexure No. 86.]

Postal Services

*741. **Shri Harish Chandra Mathur:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government have received a number of complaints that there is no timely delivery of mails;

(b) whether Government have any scheme under consideration to ensure timely delivery of mail and telegrams; and

(c) the nature of the scheme and when it will come into effect?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Complaints are occasionally received regarding delay in delivery of mails.

(b) As regards mails, there is no particular scheme under consideration for delivery of mails but the mail and delivery arrangements of Post Offices are constantly under review.

Some schemes are under consideration to expedite delivery of telegrams.

(c) The scheme unde consideration, provides for better facility to deliver telegrams by telephone, to have Zonal delivery offices covering Smaller areas and to have mechanised delivery beyond 1½ miles. The proposed measures will be progressively introduced.

South African Horse Disease

*742. **Dr. Ram Subhag Singh:** Will the Minis er of **Food and Agriculture** be pleased to state:

(a) whether any vaccine for treating the South African Horse sickness has been prepared by the Indian Veterinary Research Institute, Izatnagar; and

(b) how was it used to fight this disease during recent months?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes. The Indian Veterinary Research Institute, started manufacturing the South African Horse Sickness vaccine in September, 1960 after obtaining the seed virus from South Africa. So far 21,876 doses vaccines have been prepared at the Institute from the brain of mice.

(b) The vaccine has been and is being issued to State Governments and the Remount Veterinary Corps against demands placed by them. A complete list of the recipien's is laid on the Table of the Lok Sabha. [*See* Appendix II, annexure No. 87.] According to reports received so far almost all the State Governments etc. actually used the vaccine for inoculating their horses against this disease.

Mechanised Farms

*743. **Shri Ram Krishan Gupta:**
Shri Rami Reddy:
Shri Ajit Singh Sarhadi:
Shri Supakar:
Shrimati Ila Palchoudhuri:
Shri Assar:
Shri Raghunath Singh:
Dr. Ram Subhag Singh:
Shri S. A Mehdi:
Shri P. G. Deb:

Wil the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Ques'ion No. 540 on the 19th August, 1960 and state:

(a) whether Government have since considered the question of setting up of more mechanised farms on the lines of Suratgarh mechanised farm in Rajasthan; and

(b) if so, the result thereof?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). The question is still under consideration.

Family Planning in Punjab

1331. Shri D. C. Sharma: Will the Minister of **Health** be pleased to state whe'her the amount allotted to Punjab Government for Family Planning Programme for 1959-60 has been fully utilised?

The Minister of Health (Shri Karmarkar): Information regarding the amount actually utilised on family planning in Punjab during 1959-60 is not available. The Government of Punjab sanctioned the expenditure of Rs. 1·92 lakhs on family planning programme in the State during 1959-60.

Buffer Stock of Foodgrains in Punjab

1332. Shri D. C. Sharma: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any buffer stock of foodgrains has been built in Punjab this year;

(b) what is the quantity of foodgrains so stocked; and

(c) where they are located?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) to (c). The Punjab Government hold a stock of about 1·9 lakhs metric tons of wheat and 15,000 metric tons of rice on their own account and another about 6,000 metric tons of rice on account of the Government of India. These stocks are stored in about 120 storage centres in different parts of the State.

Replacement of Rail Tracks

1333. Shri D. C. Sharma: Will the Minister of **Railways** be pleased to state:

(a) the sections of rail tracks on Northern Railway which were laid before 1910 and have not yet been replaced by new rails; and

(b) the stage at which proposals for such replacements of overage rail tracks stand at present?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). The details are given in the statement laid on the Table. [*See* Appendix II, Annexure No. 88].

Minor Irrigation Schemes in Himachal Pradesh

1334. Shri D. C. Sharma: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total amount spent on minor irrigation works in Himachal Pradesh during the years 1958-59 and 1959-60;

(b) the total amount budgeted and sanctioned for the same purpose and during the same period; and

(c) the location of works done and their progress Division-wise?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Rs.8·152 lakhs in 1958-59 and Rs. 11·843 lakhs in 1959-60.

(b) Rs. 8·736 lakhs in 1958-59 and Rs. 12·040 lakhs in 1959-60.

(c) A statement is laid on the Table. [*See* Appendix II, Annexure No. 89].

Flour Mills in Madhya Pradesh

1335. Shri Pangarkar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the quentity of wheat that is annually supplied to the flour mills in Madhya Pradesh by the Centre; and

(b) the price at which it is supplied?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) No wheat is being supplied to the flour mills in Madhya Pradesh from Central Stocks. The mills obtain their requirements of wheat from the open market.

(b) Does not arise.

Forest Development in Assam

1336. Shri Pangarkar: Will the Minister of **Food and Agriculture** be pleased to state the amount allotted to Assam State during the year 1960-61 so far for forest development?

The Minister of Agriculture (Dr. P. S. Deshmukh): In addition to a centrally sponsored scheme for Rs. 4·20 lakhs, an amount of Rs. 20 lakhs was allocated to Assam for forest development schemes for 1960-61.

Export of Foodgrains from Madhya Pradesh

1337. Shri Pangarkar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the actual quantity of rice and wheat exported from Madhya Pradesh during the year 1960 so far; and

(b) the names of the States and the quantity exported to each State?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). The approximate quantities of rice, paddy and wheat exported from Madhya Pradesh to various States during the year 1960 up to about the end of October or early November are as follows:—

Name of State	Quantities exported in '000 Metric tons.		
	Rice	Paddy	Wheat
Composite Bombay State	13*		10*
Maharashtra	108		20
Gujarat	11		7
West Bengal	213	38	
Mysore	13		
Kerala	11	..	..
TOTAL	369	38	37

*The break-up of these figures, separately for Maharashtra and Gujarat States is not available.

Bad Condition of Railway Stations

1338. Shri M. K. Kumaran: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Railway stations at Kottarkara, Kadakavor, Chirayinkil and Trivandrum Pettah on the Shencottah—Trivandrum section of the Southern Railway have been in a very dilapidated condition since long;

(b) the reason why it has not been possible to reconstruct them; and

(c) whether any steps are being taken to improve them?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir.

(b and (c). The existing station buildings at Kottarakara, Chirayinkil and Trivandrum Pettah are in good condition and there are no proposals at present to remodel these stations. As regards Kadakavur, the existing building, although in fairly good condition, is found to be too small for the traffic dealt with at present and is proposed to be reconstructed. It is proposed to take up this work during next year subject to availability of funds.

Fruit Cultivation in Rajasthan

1339. Shri Karni Singhji: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any financial aid by way of either loans and grants has been allotted by the Central Government during the years 1956-57 to 1959-60 to promote the cause of fruit cultivation in Rajasthan; and

(b) if so, the amount sanctioned?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). Yes; the following amounts by way of loans and grants were sanctioned from 1957-58 to 1959-60.

Year		Loan	Grant
1957-58.		1,80,000	20,500
1958-59.		2,80,000	29,000
1959-60.		3,00,000	29,000
TOTAL	Rs.	7,60,000	78,500

Wagon(s Owned by N. F. Railway

1340. Shrimati Mafida Ahmed: Will the Minister of **Railways** be pleased to state:

(a) the number of wagons owned by the N.F. Railway at present;

(b) the number of wagons condemned and withdrawn from service during 1959-60; and

(c) how many of these have been sent to scrap yard?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) M.G. 12237; N. G. 537.

(b) and (c). Information is being collected and will be laid on the Table of the House.

Conversion of Narrow Gauge Lines

1341. **Shri Hem Raj:** Will the Minister of **Railways** be pleased to state:

(a) the total mileage of narrow gauge lines of the Indian Railways in the different zones both of Government and those of private companies as it exists in 1960 Zone-wise, with the names of the lines;

(b) whether the Government propose to convert any one of the narrow gauge lines to the metre gauge or broad gauge zones zone-wise with the names of the lines; and

(c) the estimated costs of converting a narrow gauge line into the metre gauge or broad gauge per mile?

The Deputy Minister of Railways (Shri S. V. Ramaswamy) (a) A statement furnishing the information is laid on the Table. [*See* Appendix II, annexure No. 90].

(b) There is no such proposal at present.

(c) The cost very much depends on the topography of the area to be traversed. The cost of conversion will have to be worked out in each case as it depends on many variable factors.

Passenger Amenities

1342. **Shri D. C. Sharma:** Will the Minister of **Railways** be pleased to state:

(a) whether any suggestions have been received regarding provision of goods sheds, drinking water facilities, parcel godowns, enlargement of third class waiting halls and covering sheds on the passenger platforms on the Amritsar—Pathankot line of the Northern Railway during 1958, 1959 and 1960 departmentally;

(b) if so, which of them have been accepted; and

(c) the action taken thereon?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir. Suggestions to enlarge the goods shed and to provide cover over the platform at Batala only were received.

(b) Both the proposals referred to in part (a) have been accepted.

(c) The goods shed has since been extended. Cover over the platform will be provided as soon as funds are available.

Leprosy in Punjab

1343. **Shri D. C. Sharma:** Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 936 on the 10th March, 1960 and state the allocation made to Punjab during 1960-61 under the Leprosy Control Scheme?

The Minister of Health (Shri Karmarkar): The scheme for the control of Leprosy is a Centrally aided scheme. To meet the Central share of expenditure for all such schemes a sum of Rs. 33.00 lakhs has been provisionally allocated to the Punjab Government for 1960-61. Out of this amount the Punjab Government propose to utilise a sum of Rs. 18,284 on this scheme.

Death due to Car Accidents in Himachal Pradesh

1344. **Shri D. C. Sharma:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the average number of persons who died in motor car accidents during last six months, month by month, in the Union Territory of Himachal Pradesh; and

(b) the number of cyclists amongst those who died in such accidents?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) None so far as motor car accidents are concerned.

(b) Does not arise.

Agricultural Colleges in Punjab

1345. Shri D. C. Sharma: Will the Minister of **Food and Agriculture** be pleased to state the amount of grant given by Central Government to the various agricultural colleges in Punjab, college-wise, during 1959-60 and 1960-61 so far?

The Minister of Agriculture, (Dr. P. S. Deshmukh): No grants are sanctioned for individual colleges as such but grants are given to the State Governments for development under certain Heads. The Government of Punjab has been asked to supply information as to the Central grants availed of by their College out of sanctioned funds. The information when received will be laid on the Table of the House.

Primary Health Centres in Andhra Pradesh

1346. Shri M. V. Krishna Rao: Will the Minister of **Health** be pleased to state:

(a) the places where primary health centres have been opened during the Second Five Year Plan period so far in Andhra Pradesh; and

(b) the assistance given to the centres during the same period?

The Minister of Health (Shri Karmarkar): (a) and (b). The required information is being collected and will be laid on the Table of the Sabha in due course.

Flood Control in Orissa

1347. Shri Chintamoni Panigrahi: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the Orissa Government submitted as one of its major flood control works during the Second Plan period the construction of embankment on both sides of the Kusabhadra River from Patapur to Alanda;

(b) whether it is a fact that the Government of India had approved this scheme and had advanced Rs. 12 lakhs for this work; and

(c) if so, why this construction of the embankment on both sides upto Alanda is not being completed causing much damage to crops and people in this area?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c). The work relating to the construction of embankments on both sides of the Kusabhadra River from Patpur to Alanda has been taken up by the Government of Orissa, charging the cost to the sub-head "Drainage and Protective Works of Delta Irrigation Scheme". So far double embankment has been constructed from Patpur to the outfall of the Dhanua on the right bank, for a length of 10 miles, and on the left bank up to Netpur, for a length of 8 miles, out of the total distance of 17 miles from Patpur to Alanda. The State Government contemplate extending the double embankments to Alanda, after the reach already double-embanked has adjusted itself to carry the high flood discharge without causing any breach. As this work has been taken up by the Government of Orissa under the Delta Irrigation Scheme, the question of approving it under the flood control programme or of advancing any amount by the Centre separately for this work, does not arise.

Matatila Project

1348. Shri S. M. Banerjee: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether work regarding construction of Matatila Project near Jhansi has since started;

(b) if not, the reason for this delay; and

(c) the reasons for including this project within the core of the Plan?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes.

(b) Does not arise.

(c) This is a 'non-core' project.

उत्तर प्रदेश में प्रादेशिक फल अनुसंधान केन्द्र

१३४६. **श्री भक्त दर्शन :** क्या खाद्य तथा कृषि मंत्री १६ अगस्त, १६६० के तारांकित प्रश्न संख्या ५६६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में सहारनपुर में प्रस्तावित प्रादेशिक फल अनुसंधान केन्द्र की स्थापना के बारे में अब क्या प्रगति हुई है ;

(ख) उस पर अनुमानत: कितना धन व्यय होगा और उसका कितना अंश केन्द्रीय सरकार देगी ; और

(ग) उक्त केन्द्र की कार्यपद्धिति की क्या विशेषतायें होंगी ?

कृषि मंत्री (डा० पं० श० देशमुख) : (क) मुख्य फलों पर अनुसंधान के बढ़ाने के लिए अखिल भारतीय योजना के अंतर्गत स्वीकृत और द्वितीय पंचवर्षीय योजना में शामिल आम और लीची के लिए सहारनपुर के प्रादेशिक फल अनुसन्धान केन्द्र का काम १-१-१६६१ से आरम्भ होने की आशा है।

(ख) इस केन्द्र का व्यय दूसरी योजना काल में २.०४ लाख रुपये और तीसरी योजना काल में लगभग १८ लाख रुपये होने की आशा है । मार्च, १६६१ के अन्त तक केन्द्रीय सरकार का हिस्सा ६१,६०० रुपये और तीसरी योजनाकाल में लगभग ७.०० लाख रुपये होने की आशा है।

(ग) (१) यह प्रादेशिक फल अनुसन्धान केन्द्र उत्तर प्रदेश सरकार के प्राशासनिक नियन्त्रण में कार्य करेगा, लेकिन इस केन्द्र में किये जाने वाले अनुसन्धान कार्य का ब्यौरे सहित कार्यक्रम भारतीय कृषि अनुसन्धान परिषद् के द्वारा स्थापित एक प्रादेशिक समिति बनायेगी।

(२) यह अनुसन्धान केन्द्र उत्तर-पश्चिम उप-उष्ण प्रादेशिक क्षेत्र में उगने वाले मुख्य फलों के सम्बन्ध में अनुसन्धानात्मक समस्याओं के हल करने का कार्य करेगा।

Purchase of Foodgrains

1350. { **Shri Shree Narayan Das:**
Shri Radha Raman:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the prices at which various State Governments have been purchasing important foodgrains in their respective areas during the year 1960-61 so far; and

(b) the prices at which they have sold such foodgrains?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). A statement showing the present procurement and issue prices of paddy, rice and wheat in different States is laid on the Table. [*See* Appendix II, annexure No. 91].

Steamers Chartered by Indian Shipowners

1351. **Shrimati Ila Palchoudhuri:** Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Unstarred Question No. 2108 on the 5th September, 1960 and state:

(a) whether information has since been collected regarding steamers chartered by Indian Shipowners; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Yes Sir. A Statement giving the required information is laid on the Table. [*See* Appendix II, annexure No. 92].

Travel Agents in Jullundur Division

1352. { **Shri P. G. Deb:**
Shri S. A. Mehdi:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government has given instructions to Punjab Government to prepare the history sheet of Travel Agents in Jullundur Division; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir.

(b) Does not arise.

Bridge on river Kharsua

1353. Shri Chintamoni Panigrahi: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Government of Orissa has sent any plan and estimate for the construction of a bridge on the river Kharsua in Orissa; and

(b) if so, whether the plan and estimate have been approved by now?

The Mnister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) No, Sir. This work is not included in the current five year plan of National Highways. Technical details are, however, being settled with the State Government, so that work can be commenced early in the Third Plan, if it is decided to include the work in that plan.

Brahmani Bridge

1354. Shri Chintamoni Panigrahi: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Government of India has approved the plan and estimate for the construction of Brahmani bridge in Orissa;

(b) how much money has been given by now to the Orissa Government for this bridge;

(c) whether the construction work of this bridge has made any progress so far; and

(d) if so, the amount of money spent so far?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) to (d). The Government of Orissa have received tenders for the bridge work and are scrutinising them. On receipt of their recommendations, the matter will be further processed and instructions issued for the allotment of the work. Expenditure will be incurred only thereafter.

Drainage Channel from Dalnadi to Surlake in Orissa

1355. Shri Chintamoni Panigrahi: Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Unstarred Question No. 338 on the 5th August, 1960 and state:

(a) whether any progress has been achieved upto 1st November, 1960, in digging the drainage channel from Dalnadi to Surlake in the district of Puri in Orissa; and

(b) if not, the reason for this delay?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The State Government have reported that about 50,000 cft. of earth work was done before the rainy season of 1960 and that as the sub-soil water level has not gone down and as the harvesting of the standing crops is not yet over in the area where the drainage channel is being dug, the work is expected to be resumed by the end of December, 1960, after the crops are harvested.

Extra Departmental Agents in Bihar

1356. Shri Rajendra Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) how many Extra Departmental Agents are in Bihar (district-wise); and

(b) how many of them were removed from service during 1959 and 1960 so far (district-wise)?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) and (b). A statement has been placed on the Table of the House. [*See* Appendix II, annexure No. 93].

Telegraph Offices

1357. Shri Rajendra Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) how many Telegraph Offices are in Bihar, district-wise;

(b) whether Government have proposals to increase their numbers during 1961 and 1962, district-wise; and

(c) the names of places where these offices are to be provided?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) to (c). A statement is laid on the Table. [*See* Appendix II, annexure No. 94].

Looting in Trains

1358. Shri Ram Krishan Gupta: Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 523 on the 10th August, 1960 and state the nature of progress made so far in the completion of police investigation regarding goods looted from the Delhi-bound goods special train between Barkhede and Obaidullaganj Stations on the 20th April, 1960?

The Deputy Minister of Railways (Shri Shahnawaz Khan): There is no definite clue so far. Police investigation still continues.

Model Vital and Health Statistics Unit

1359. { Shri S. C. Samanta: / Shri Subodh Hansda:

Will the Minister of **Health** be pleased to state:

(a) whether the Model Vital and Health Statistics Unit is run with the collaboration of the W.H.O. also;

(b) if so, what sort of help has been received from W.H.O. since the inception of the Unit;

(c) whether any W.H.O. expert is attached with the Unit;

(d) how many of the staff of the Unit have been trained abroad; and

(e) whether nominees of all the State Governments can avail of the training facilities there?

The Minister of Health (Shri Karmarkar): (a) Yes, it has been run with the collaboration of the W.H.O. upto July, 1960.

(b) The W.H.O. assisted the Unit by providing an International expert and supplying calculating machines—both hand-operated and electrical—, a wide range of equipment and about 273 books, journals and pamphlets.

(c) Yes, upto July, 1960.

(d) The Statistician of the Municipal Corporation, Nagpur, has been deputed abroad on a W.H.O. fellowship for 12 months for training in advanced courses in health statistics.

(e) Yes.

Transport of Jaggery from Anakapalla (S. Railway)

1360. Shri T. B. Vittal Rao: Will the Minister of **Railways** be pleased to state:

(a) the reasons for the short supply of covered wagons for the transport of Jaggery from Anakapalla, Southern Railway, during the month of August, 1960;

(b) the number of wagons required and the number actually allotted during that month; and

(c) the steps the Railway Board propose to take to see that in future transport of Jaggery is not held up for want of wagons?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The de-

mands for jaggery traffic at Anakapalle could not be met currently during August, 1960 due to the following reasons:

(i) the bulk of the demands were for destinations reached *via* Waltair which route was restricted for some time due to breaches on the South Eastern Railway.

(ii) covered wagons had to be supplied preferentially for:

(1) loading of rice and paddy, which move in very large quantities from the delta areas on the Bezwada Division to the deficit States of Kerala and Mysore.

(2) movement of tobacco for export *via* Vizagapatam port and also for loading imported foodgrains at that port.

(b) During the month of August 1960, 163 demands were registered and the number of wagons loaded were 224. In this connection it is pointed that although only 224 demands were met during August, 1960 against a total demand of 1097 wagons including the demands of previous months, as many as 744 demands were withdrawn by the parties during August, 1960 leaving a balance of 129 wagons at the end of August, 1960, indicating thereby that a very large portion of the pending demands were speculative.

(c) Consistent with the demands for movement of higher priority traffic such as rice and paddy to Kerala and Mysore States, tobacco for export and perishable traffic like mangoes during the season, every effort is being made to clear jaggery traffic as expeditiously as possible. In fact, the Anakapalle Merchants' Association have also expressed satisfaction with regard to the loading of jaggery at Anakapalle in their letter dated 16-8-1960.

Ramagundam Godavari Siding.

1361. Shri T. B. Vittal Rao: Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 1818 on the 29th April, 1960, and state:

(a) at what stage is the construction of colliery siding from Ramagundam to Godavari Khanj;

(b) whether the track materials required have since been collected; and

(c) What is the share of Singareni Collieries Company Ltd.?

The Deputy Minister of Railways (Shri S. V. Ramaswamy). (a) Plan and Estimate for the Colliery siding have been finalised. The work will be sanctioned and started as soon as the firm deposits its share of the cost. The firm have, however, been permitted to carry out the earthwork for the siding.

(b) Necessary track materials are available with the Railway and have been earmarked for this work.

(c) Rs. 41,31,500/-.

Bhakra Project

1362. { Shri D. C. Sharma: Shri Prakash Vir Shastri:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) the progress made so far with regard to the work of Bhakra Project; and

(b) the amount spent on Bhakra Project so far?

The Deputy Minister of Irrigation and Power (Shri Hathi): A statement is laid on the Table. [*See* Appendix II, annexure No. 95.]

विमान सेवायें

१३६३. **श्री पद्म देव :** क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) आजकल भारत में कौन-कौन

सी गैर-सरकारी विमान कम्पनियां कार्य कर रही हैं ; और

(ख) क्या वर्तमान विमान सेवायें मांग की पूर्ति के लिये पर्याप्त हैं ?

असैनिक उड्डयन उपमंत्री (श्री मोही-उद्दीन) : (क) सवारी लाने ले जाने और माल ढोने के काम में लगी हुई गैर-सरकारी कम्पनियों के नाम, जिनके पास अनूसचित (नान शिड्यूल्ड) परमिट हैं, नीचे दिये गये हैं :—

१. एरयरवेज (इण्डिया) लिमिटेड, कलकत्ता ।

२. दरभंगा एविएशन, कलकत्ता ।

३. जामेर कम्पनी (प्राइवेट) लिमिटेड, कलकत्ता ।

४. कलिंग एयरलाइन्स (प्राइवेट) लिमिटेड, कलकत्ता ।

(ख) जी हां । आम तौर पर मौजूदा विमान सेवायें काफी हद तक यातायात की मांगों को पूरा करती हैं हालांकि यातायात की मांगों और साजो-सामान की दस्याबी को मद्देनजर रखते हुए, इण्डियन एयरलाइन्स कारपोरेशन अपनी सेवाओं में सुधार और बढ़ोतरी करने की लगातार कोशिश करता रहता है ।

डाक घर

१३६४. श्री पद्म देव : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या द्वितीय पंचवर्षीय योजना में २०,००० डाकघर खोलने का लक्ष्य पूरा हो गया है ; और

(ख) यदि हां, तो ग्रामीण और नगरीय क्षेत्रों में अलग-अलग कितने डाकघर खोले गये ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) तथा (ख). ३१ अक्तूबर, १९६० तक १७,२९७ (६८९ शहरी तथा १६,६०८ ग्रामीण क्षेत्रों में खोले गए हैं) बाकी २७०३ डाकघरों के—जिन्हें कि उक्त लक्ष्य की पूर्ति के लिए खोलना आवश्यक है—चालू वित्तीय वर्ष की शेष अवधि में खुल जाने की आशा है ।

Shahganj-Mau Track

1365. Shri Kalika Singh: Will the Minister of **Railways** be pleased to state:

(a) whether relaying of Shahganj-Mau section of N. E. Railway with heavy rails has commenced;

(b) if so, by what time the track will be fully relaid by new rails;

(c) whether renewal of track is likely to result in the introduction of Mail or Express Trains;

(d) what other advantages may be expected from the traffic point of view; and

(e) what is the estimated cost of the relaying of the track and what will be the weight of new rails as compared to old ones?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Not yet.

(b) Within six months after receipt of materials, which are being collected.

(c) There is no such proposal.

(d) Passenger trains will be speeded up, thereby substantially reducing journey time and providing wider margin of connection to passenger trains with the main, line trains at Mau Jn. and B. G. Trains at Shahganj.

(e) Rs. 52·29 lakhs. The existing 41½ lbs rails will be replaced by 60 lbs 'R' Rails.

Sugar Industry

1366. Shri Kalika Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the sugar industry in India is too small in size in terms of units and as such the factories are really uneconomic and are running at a disadvantage in competition with their counterparts elsewhere outside India; and

(b) if so, what steps Government have taken to enlarge the size and capacity of units?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). The average size of sugar factories in India is no doubt smaller than in some of the other cane sugar producing countries. But as working conditions differ from country to country, they cannot, on this account, be considered as uneconomic or running at a disadvantage in competition with factories in other countries. However, it has been Government's policy during the First and Second Five Year Plan periods as also for the Third Plan to grant licences for expansion in existing sugar factories where there is scope particularly having regard to availability of cane. As a result of this, the average daily cane crushing capacity of factories in India has increased from about 850 tons in 1950-51 to about 1150 tons in 1959-60.

Water Rates

1367. Shri Ajit Singh Sarhadi: Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 309 on the 10th August, 1960 and state:

(a) how far the question of refixation of water rates has progressed; and

(b) whether any attempt is being made to have a uniform rate throughout the country?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The Planning Commission addressed a letter to the State Governments to adopt measures for improving financial returns from the irrigation projects and following suggestions, *inter alia* were made therein:

(i) While there has been considerable increase in the value of crops produced as a result of irrigation, and maintenance costs have also greatly increased, there has not been a commensurate increase in the water rates, which, therefore require upward revision. The existing water rates should also be reviewed/revised with a view to bringing in greater uniformity in different regions or irrigation systems in individual States.

(ii) In States where water rates are optional, there should be a compulsory water cess leviable on the entire area for which irrigation facilities are provided, irrespective of whether water is taken by cultivators or not.

A statement showing the summary of replies so far received from various State Governments in this regard is laid on the Table of the House. [*See* Appendix II, annexure No. 96.]

Payment of Minimum Wages.

1368. { Shrimati Renu Chakravartty: / Shri Inderjit Gupta:

Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 2117 on the 5th September, 1960, and state:

(a) whether it is a fact that the contractors of South Eastern Railway at Kharagpur are refusing to comply with the payment of minimum wages to their labour according to the tender form accepted by them;

(b) whether it is also a fact that the Regional Labour Commissioner recommended to the Chief Controller

of Stores, South Eastern Railway to pay the minimum scale of wages to the contract labour;

(c) whether complaints have been received that untimely payment of wages is continuing; and

(d) whether any steps have been taken by Government to set matters right?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Presumably the question refers to two contracts for loading and unloading of material and supply of labour for the Stores Depots and Scrap Yards at Khargpur. The relevant clause in the agreement says only that the Contractor will comply with the provisions of the Payment of Wages Act, Minimum Wages Act and other Labour Laws. The Contractors maintain that on all occasions payments have been made by them strictly in accordance with the Payment of Wages Act. The provisions of the Minimum Wages Act 1948 are applicable only to the employments mentioned in the Schedule to the Act; as handling work for the Railways has not been included in the Schedule, this Act cannot be invoked in the present case.

(b) to (d). On receipt of complaints from the workers the Railway Administration enquired from the Regional Labour Commissioner (Central) Calcutta as to what should be the minimum wage or fair wage payable to such workers. The Regional Labour Commissioner has not made a positive recommendation but has suggested certain rates. It is found that in some cases the rates being paid by the Contractor are more than these suggested rates while in others they are less. The Railway Administration is considering what could be done to ensure that the Contractor pays reasonable wages.

Of the 2 contracts, one has already been terminated by the Contractor from 30-9-1960.

Purchase of rice from Abroad

1369. Shri P. K. Deo: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that South Viet-Nam is offering to sell her rice to foreign countries at Rs. 15|- per maund which price is less than the world market price;

(b) whether any deal has been made by India with South Viet-Nam to procure rice from that country; and

(c) at what price India is purchasing rice from other foreign countries?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) No such offer has been received by us.

(b) No, Sir.

(c) It is not in the public interest to disclose this information.

Railway Bridge over River Sone

1370. Shri P. K. Deo: Will the Minister of **Railways** be pleased to state:

(a) whether a new railway bridge is going to be constructed on the River Sone in U.P.;

(b) the estimate of the bridge and when it will be completed;

(c) whether it is going to be constructed as a part of a new railway link; and

(d) if so, which one?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) The estimated cost is Rs. 1·52 crores and the bridge is expected to be completed by the end of 1962.

(c) Yes.

(d) Robertsganj-Garhwa Road Railway Project.

Willingdon Hospital

1371. Shri Ajit Singh Sarhadi: Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 553 on the 10th August, 1960 regarding "Willingdon Hospital Red Tape" and state:

(a) whether the question of simplifying the procedure has been examined; and

(b) if so, at what level and with what results?

The Minister of Health (Shri Karmarkar): (a) Yes, Sir.

(b) The question of simplifying the procedure in respect of registration, collection of charges etc. has been thoroughly examined by the Medical Superintendent of the Willingdon Hospital and orders have been issued to all concerned to ensure that no undue delay is caused to the patients in the matter of filling up of the forms etc. All the Medical Officers concerned have been supplied with Income Declaration Forms so that the patients do not have to stand in different queues unnecessarily. Arrangements have also been made for the presence of a representative of the Accounts Section during the examination hours to collect the dues then and there. The patients now need not wait for the opening of the hospital office to make payments.

Hostels on Railways

1372. Shri Ajit Singh Sarhadi: Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 415 on the 16th August, 1960 and state:

(a) the places where such hostels are proposed to be built initially;

(b) the charges for the occupants; and

(c) the details of the scheme for subsequently extending the construction of such hostels all over the country?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) At present hostels are proposed to be provided at the following stations:—

Central Railway: Bombay, Bhusawal, Jabalpur, New Katni, Nagpur, Ajni, Wardha and Amla.

Eastern: Moghalsarai, Gaya, Dinapore, Ranaghat Asansol, Dhanbad, Andal, Gomoh, Jhajha, Liluah, Naihati, Madhupur, Barkakana, Tori, Bermo and Sitarampur.

Northern: Delhi

North Eastern: Nil.

North East Frontier: Katihar, Pandu, Lumding, Dibrugarh town and Alipurduar Junction.

Southern: Madras, Guntakal, Hubli, Vijayawada, Mysore, Tiruchirappalli, Madurai and Olavakkot.

South Eastern: Khargpur, Bilaspur, Adra, Khurda Road and Chakradharpur.

Western: Nil.

(b) A decision has not yet been taken in this regard.

(c) It has been decided to provide transit accommodation for Railway employees (both gazetted and non-gazetted), particularly at Railways Headquarters and at Divisional/District or Workshop Headquarters where there is acute shortage of accommodation and hardship is experienced by the staff when they are transferred to a station due to accommodation either Government or private not being immediately available within their means.

Retrenched Staff of Bhakra Dam

1373. Shri Ajit Singh Sarhadi: Will the Minister of **Irrigation and Power** be pleased to state whether any plan has been drawn for the absorption of the retrenched staff of the Bhakra Dam during the course of next two years?

The Deputy Minister of Irrigation and Power (Shri Hathi): The matter is already engaging the attention of the Punjab Government who hope to be able to find alternative employment for the surplus personnel at Bhakra Dam on the new Beas Project.

Drug for Treatment of Penicillin Reaction

1374. { **Shri Ajit Singh Sarhadi:** / **Shri Ramakrishna Reddy:**

Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 731 on the 16th August, 1960 *re* drug for treatment of Penicillin reaction and state:

(a) whether licence for import has been given to one party or more; and

(b) if monopoly has been given to one, what measures have been taken to control the price?

The Minister of Health (Shri Karmarkar): (a) Licence to import "Penicillinase" has been granted to only one party. As no application for licence to import this drug has been received from any other party, the question of allowing its import to other parties does not arise.

(b) The party licensed to import this drug has been requested to keep the price at a reasonable level. Attempts to manufacture this drug in the country are being made and if these succeed, the price may come down as a result of competition.

Tourism in Kerala

1375. Shri P. K. Kodiyan: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Kerala Government have submitted any scheme to Centre for the development of tourism in the State during the Third Five Year Plan period;

(b) if so, the main details of the scheme; and

(c) the nature and extent of financial aid sought for by the State in this respect?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A list of schemes under the head Tourism in the Draft Third Five Year Plan submitted by the Government of Kerala is laid on the Table. [*See* Appendix II, annexure No. 97] The Planning Commission have allocated Rs. 50·00 lakhs for tourism in the Kerala State Plan.

(c) The nature and extent of the aid sought for by the State is also indicated in the list laid on the Table. [*See* Appendix II, annexure No. 97].

The draft Third Five Year Plan for Tourism of the Central Government under consideration by the Planning Commission contains the schemes which are shown in a statement laid on the Table. [*See* Appendix II, annexure No. 97]. and which are to be financed wholly or partially by the Centre.

Cardamum Cultivation

1376. Shri Kodiyan: Will the Minister of **Food and Agriculture** be pleased to state:

(a) what steps have been taken by Government to increase the cultivation of Cardamum during the Second Five Year Plan;

(b) whether as a result of these steps there has been any increase in the cultivation; and

(c) if so, to what extent?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) With a view to increasing cardamum cultivation in the country, research and development schemes have been sanctioned in the following States under the Second Five Year Plan:—

Research Schemes

1. Assam
2. Kerala
3. Mysore
4. Orissa
5. West Bengal

Development Schemes

1. Kerala
2. Mysore

(b) and (c). Yes, so far about 2502 additional acres have been brought under cardamum.

Accident averted near Brace Bridge Station

1377. Shri Subiman Ghose: Will the Minister of **Railways** be pleased to state:

(a) whether an accident was averted in the new Brace Bridge Station, Eastern Railway on 4th October, 1960 or nearabout that time;

(b) whether on the 1st October, 1960 on the opening date of the station two ASMs submitted notes as to the inconvenience regarding signalling and chance of accident for that;

(c) if so, whether any step was taken on that note;

(d) whether any employees have been punished for that;

(e) if so, how many and the category to which such employees belong; and

(f) the reasons for giving punishment?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) No.

(c) Does not arise.

(d) to (f). Departmental action is being taken against one Assistant Station Master and a Pointsman held responsible for violation of safety rules and regulations.

Indo-Nepal Talks on Canal Schemes

1378. Shri Raghunath Singh: Will the Minister of **Irrigation and Power** be pleased to state the result of Indo-Nepal talks on Kamla and Chatra Canal schemes which took place at Patna on or about the 8th October, 1960 and onwards between officials of Nepal and India?

The Deputy Minister of Irrigation and Power (Shri Hathi): The officials from Nepal had come to see the progress of work on the Kamla weir and the alignment of the Chatra Canal. Their talks with the officials of the Government of Bihar were entirely exploratory, confined to exchange of information about irrigation plans. No concrete proposals were discussed.

Fishing Harbour in Kerala

1379. Shri Warior: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Central Government have received any report from the Kerala Government regarding setting up of a fishing harbour in Cranganore; and

(b) if so, the reactions of the Union Government thereto?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No.

(b) Does not arise.

Claims Against Railways

1380. Shri Subiman Ghose: Will the Minister of **Railways** be pleased to state:

(a) how many claims against the Railways were found fake by the courts and the Administration separately up till now in 1960, zone-wise;

(b) how many such cases are pending in courts, zone-wise; and

(c) in how many cases there have been convictions, zone-wise?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). A statement containing the required information is placed on the Table of the Sabha. [*See* Appendix II, annexure No. 98].

Madras Central Station

1381. Shri Rami Reddy: Will the Minister of **Railways** be pleased to state:

(a) whether re-modelling of the Madras Central Station of the Southern Railway has been completed;

(b) what are the improvements covered by the remodelling; and

(c) what is the total cost of remodelling?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir.

(b) and (c). At present only the basic needs of the Madras Central yard *viz.* more and longer platforms, increased washing facilities in a new coaching yard at Basin Bridge and better facilities for inspection, maintenance, stabling, train examination and repairs, are being provided at a cost of Rs. 1·01 crores. In addition the following works costing another Rs. 22·59 lakhs are also under contemplation:

(i) two additional lines at Salt Cotaurs and extension to road over-bridge;

(ii) covering over parcel platforms;

(iii) covering over passenger platforms;

(iv) four additional stabling lines at Basin Bridge.

Postal Forms in Regional Languages

1382. Shri Rami Reddy: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is a proposal to issue postal forms in the regional languages;

(b) what are the forms that would be issued exclusively in the regional languages; and

(c) what are the forms that would be issued in more than one language (that is forms containing inscription both in the regional and English or Hindi languages)?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes.

(b) and (c). A statement is placed on the table of the House. [*See* Appendix II, annexure No. 99].

Motor Transport Industry in Delhi

1383. Shri D. C. Sharma: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the Delhi Motor Transport Union has urged Government to give loans on easy terms for the expansion of motor transport industry in the capital; and

(b) if so, the reaction of Government thereto?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No.

(b) Does not arise.

Derailment near Bilaspur

1384. Shri D. C. Sharma: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that three bogies and the engine of a passenger train were derailed between Sherjung and Bilaspur stations on the Shahjahanpur branch line on the 29th October, 1960;

(b) the circumstances leading to the accident; and

(c) the action taken in the matter?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). Not on 29th October 1960 but on 28th October 1960, while 139 Up Mixed train was running between Sherganj and Bisalpur (not Bilaspur) stations on the Pilibhit—Shahjahanpur branch line of the North Eastern Railways, six vehicles of the train derailed.

(c) A joint enquiry has been ordered by the Railway administration to investigate into the cause of the accident.

Effect of B.C.G. Vaccination on Leprosy

1385. Dr. Samantsinhar: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that a pilot study sponsored by the Indian Council of Medical Research has shown that B.C.G. Vaccination offers immunity from leprosy;

(b) if so, when this investigation was conducted and what are the comprehensive future plans to determine the scientific data;

(c) whether Government are aware if any other country has obtained the action of B.C.G. vaccination on leprosy; and

(d) if so, the details thereof?

The Minister of Health (Shri Karmarkar): (a) Some recent observations, carried out in India, suggest that B.C.G. vaccination might confer immunity against development of leprosy among the contacts.

(b) The observations mentioned above were made in the year 1958. The Indian Council of Medical Research is contemplating studies to confirm the results of these observations by undertaking further experiments on sound scientific lines in the near future.

(c) and (d). Similar observations seem to have been made in Japan and Venezuela. The results are as follows:—

(i) *Japan*: In Japan, it was observed in 1958 that the incidence of leprosy amongst B.C.G. vaccinated persons was much lower than that in non-vaccinated individuals These observations were made on 133 B.C.G. vaccinated and 105 non- vaccinated contacts of leprosy for a period of more than 10 years. The results showed that only 1·5% of the vaccinated persons and 20% of the non-vaccinated contacts developed leprosy during the period under observation.

(ii) Venezuela: It was reported from Venezuela in 1953 and 1956, that only 0·51% of 584 vaccinated persons developed leprosy in 5 years since the first B.C.G. vaccination was carried out among the people. It was also observed that the difference of morbidity between the vaccinated and the non-vaccinated persons was high.

Cancer

1386. Shri Raghunath Singh: Will the Minister of **Health** be pleased to state whether the operation of uterine cancer treatment by Dr. Shri Subodh Mitra Vice-Chancellor of the Calcutta University who is giving demonstration in Europe is found successful or not?

The Minister of Health (Shri Karmarkar): The Mitra Operation for the treatment of uterine cancer (Cancer of the Cervix Uteri) has become one of the recognised operations and is being done in various Cancer Centres on the Continent and also in America. This operation has been found to be quite successful. The five year cure rate in gland negative Stage I cases of cancer of the cervix operated by this method is 84·6 per cent. The operability of this method is more than that of other methods.

Vital Statistics

1387. Dr. Samantsinhar: Will the Minister of **Health** be pleased to state:

(a) the methods by which the observations regarding lower incidence of disease, decrease in infant mortality, general decline in mortality

rates and increase in the expectation of life in the country are verified;

(b) whether Government are satisfied with the existing system by which vital statistics are taken particularly in rural areas; and

(c) whether there is any proposal before Government to introduce a modified system by which the exact improvement in the general health of nation can correctly be assessed?

The Minister of Health (Shri Karmarkar): (a) The incidence of diseases is assessed from the information compiled from the returns of notifiable diseases submitted by various local Health authorities and also by carrying out sample surveys. Decrease in infant mortality rate and general death rate are arrived at by comparing the annual registered infant mortality rate and the death rate with inter-censal estimates thereof. Expectation of life at birth is calculated at the time of censuses.

(b) No.

(c) Proposals are under consideration.

Panchet Dam of D.V.C.

1388. Shrimati Renuka Ray: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the release of the water from Panchet Dam of the Damodar Valley Corporation has flooded 14,500 acres on both sides of the Darakeswar in Arambagh sub-division this year; and

(b) whether the Central Government are aware of the fact that the West Bengal Flood Relief Investigation Committee recommended that the floods were much worse and caused great devastation to the crops due to the untimely release of the waters by the Damodar Valley Corporation?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The Damodar Valley Corporation have reported that they are not aware of any floods having been caused in the lower valley this year by reason of excessive release of stored water from the Damodar Valley Corporation's reservoirs.

Import of Railway Trucks from Yugoslavia

1389. Shri Aurobindo Ghosal: Will the Minister of **Railways** be pleased to state:

(a) whether any railway trucks have been imported from Yugoslavia; and

(b) if so, what is the quantity and the price thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Order has been placed for the import of rails.

(b) 55,000 Tons of 90 lb. Rails, the F. O. B. value of which is Rs 278:338 lakhs.

Booking of Handloom Goods

1390. Shri Kalika Singh: Will the Minister of **Railways** be pleased to state?

(a) the names of stations on the Mugalsarai-Faizabad section which have been booking handloom goods for Calcutta markets more particularly for weekly Tuesday fair or Mangla market;

(b) what is the concessional rate of freight for handloom goods and since when the concessional rates are in force;

(c) which stations on the aforesaid section have shown progressive increase or decrease in quantity of goods booked for the Calcutta markets during the last two years and the extent of variation;

(d) whether Motor Transport is a keen competitor of Railways and has lately replaced the Railways completly or partially at certain centres in the above section for transporting handloom fabrics; and

(e) if so, the stations affected?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Akbarpur and Malipur stations and Tanda Out Agency served by Akbarpur Station.

(b) Parcels of handloom products are charged at half parcels rate when booked at owner's risk and at the scale of rate notified for betel or pan leaves, butter etc. when booked at Railway Risk. These concessional rates have been in force since 1-11-49 and 1-6-50 respectively.

(c) There has been increase in the despatches from Tanda Out Agency during the year ended October 1960 to the extent of 29%. In the case of traffic from Akbarpur and Malipur, however, there has been decrease in the movement to the extent of 5%.

(d) and (e). Only traffic from Malipur station appears to have been affected partially due to road competition.

Family Planning

1391. Shri Kalika Singh: Will the Minister of **Health** be pleased to state:

(a) whether sterilization programme launched by the Government of India is being availed of mostly by able-bodied and healthy section of the population;

(b) if so, will this not create a further problem in future;

(c) whether Government have any scheme to compulsorily sterilize people suffering from congenital and other incurable contagious diseases;

(d) how far the sterilization programme has succeeded in achieving its object in view of the vast numbers of people in the country; and

(e) whether cost of the programme will be commensurate with the likely benefit?

The Minister of Health (Shri Karmarkar): (a) Precise information regarding the category of persons availing of the facilities for sterilization operation is not available.

(b) No problem is likely to arise as a result of the people undergoing the sterilization operation.

(c) No, Sir. But it is proposed to make available facilities for sterilization operation to persons suffering from tuberculosis, leprosy, mental diseases etc.

(d) It is too early to make an assessment of the effect of sterilization scheme on birth rates in the country. The number of cases of sterilization operation of males and females mentioned below (which are under estimates) indicate that sterilization operations are becoming popular among the people:—

Year	No. of men sterilized	No. of women sterilized	Total
1956	2,333	5,490	7,823
1957	3,671	9,859	13,530
1958	9,072	16,801	25,873
1959	13,925	21,797	35,722
1960(Oct)	10,653	11,427	22,080
			1,05,028

(e) It is expected that the expenditure incurred on sterilization scheme will be justified by the benefits likely to accrue therefrom.

Anti-Sea Erosion works in Madras State

1392. { Shri Tangamani: / Shri Subbiah Ambalam:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Government of India have received any request from the Madras State Government for sanction of grants for anti-sea erosion works in and around Rameshwaram, Dhanuskodi; and

(b) if so, reaction of Government thereon?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No.

(b) Does not arise.

Post and Telegraph Employees

1393. Shri Tangamani: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there are large number of employees of Post and Telegraph in Madras Circle and Civil Aviation in Madras still under suspension or discharged;

(b) if so, the reasons for the same;

(c) how many such instances are there; and

(d) what steps will be taken for restoring normalcy in Madras area?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) and (c). Number of employees of Posts and Telegraphs Department in Madras Circle and Civil Aviation Department in Madras region:—

(i) Under suspension :	
P. & T. Department .	5
Civil Aviation Department	7
(ii) Discharged/removed from service:	
P. & T. Department .	26
Civil Aviation Department . .	1

(b) and (d). In all only five employees in the Posts and Telegraphs Department and seven in the Civil Aviation Department are under suspension. The disciplinary proceedings against them, which are in progress, will be expedited. Both the Posts and Telegraphs and the Civil Aviation Departments in the Madras region have been working normally after the strike.

Railway co-operative Societies

1394. Shri Subiman Ghose: Will the Minister of **Railways** be pleased to state:

(a) whether any Canteens or Tea Stalls are being managed and run by Railway Co-operative Societies anywhere on Eastern Railway;

(b) if not, the reasons therefor; and

(c) whether these Co-operative Societies were given such offer of management and running?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Canteens or Stalls managed by railway employees consumer co-operative societies for the benefit of railway employees working at the stations exist at 9 stations on the Eastern Railway.

(b) & (c) Railway Administrations have instructions to award on a preferential basis catering/vending contracts at one or two stations as an experimental measure to registered co-operative societies of actual workers i.e. vendors, cooks etc. The E. Rly. administration have stated that such contracts could not be allotted on their Railway as no application was received by them from co-operative societies of the type referred to.

Anti-Sea Erosion in Maharashtra

1395. Shri Assar: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Maharashtra State Government have submitted a plan for anti-sea erosion works to be undertaken;

(b) if so, the details thereof;

(c) whether the Government of India have accepted the proposals; and

(d) the total amount sanctioned by the Government of India in 1958-59 and 1959-60?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No.

(b) and (c). Do not arise.

(d) Nil.

Bridge over Girana River

1396. Shri Yadav Narayan Jadhav: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the bridge on the river Girana on the

Bombay-Agra Road on the National Highway located near Malegaon City in the district of Nasik, Maharashtra State, has become unsafe due to some breaches in the pillars;

(b) if so, what efforts are being made to reconstruct the bridge;

(c) whether it will be constructed with two lanes traffic; and

(d) if so, when the work of the construction will be taken up?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir; the bridge is in good condition.

(b) to (d). Do not arise.

Ad-Hoc Tribunal

1397. Shri Aurobindo Ghosal: Will the Minister of **Railways** be pleased to state:

(a) whether any decision has been taken by Government in the matter of accepting the award of Justice Shankar Saran Tribunal in toto; and

(b) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The recommendations of the Tribunal are still under consideration along with the Pay Commission's Report.

Vigilance Organisation in Railways

1398. Shri Aurobindo Ghosal: Will the Minister of **Railways** be pleased to state:

(a) whether the Vigilance Organisation in Railways is a permanent organisation; and

(b) if so, what are the rules prescribed for recruiting the personnel to the above Organisation?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir.

(b) Posts in the Vigilance Organization are filled by deputing suitable Railway Staff and also Police personnel from the States. No direct recuritments are made to this Branch.

Street Lights on Ring Road, New Delhi

1399. Shrimati Sucheta Kripalani: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that no street lights exist on Ring Road, New Delhi, between Safdarjang Hospital and Dhaula Kuan;

(b) if so, what steps are being taken to provide these and how long will it take; and

(c) whether it is also a fact that there are no red light signals at the traffic islands on Ring Road?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bhadur): (a) and (c). Yes. The Ring Road which is intended for fast moving through traffic does not need street lighting for that traffic;

(b) Service roads are to be constructed on either side of the Ring Road and they will be lighted. The need for early construction of the service roads has been brought to the notice of the Ministry of Works, Housing and Supply and the Delhi Municipal Corporation. It cannot however, be said how long will it take to complete this work.

Non-Ferrous Scrap on Railways

1400. Shri A. K. Gopalan: Will the Minister of **Railways** be pleased to state the quantity of non-ferrous metal scrap sold during 1959-60?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The quantity of non-ferrous metal scrap sold during 1959-60 is approximately 877·3 tons.

R. M. S. Headquarters at Silchar

1401. Shri P. C. Borreah: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the headquarters of the Railway Mail

Service Division were proposed to be shifted from Silchar to Gauhati after partition as early as 1949; and

(b) what are the reasons for not shifting the headquarters so far?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) The case was examined.

(b) The question of shifting the Headquarters from Silchar to a more suitable and central place is under examination.

Train car collision near Rajkot

1402. Shri P. R. Patel: Will the Minister of **Railways** be pleased to state:

(a) the number of persons injured and demage caused to Railways and the ambulance car on a railway crossing near Rajkot due to collision of the railway mail train with the ambulance car in November, 1960; and

(b) the causes of the collision?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Four persons were injured.

There was no damage to the Railway property. The cost of damage to the Ambulance Car is not known.

(b) The cause of the accident is under investigation.

Speed of Delhi-Rewari Trains

1403. Shri Ram Krishan Gupta: Will the Minister of **Railways** be pleased to state:

(a) the effect of doubling of railway track between Delhi and Garhi-Harsaru on the speed of trains;

(b) whether any time has been curtailed between Delhi and Rewari; and

(c) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (c). As a result of the doubling between Delhi Sarai-Rohilla and Garhi Harsaru, there has been some reduction in the running time of most of the trains on the Delhi-Rewari section. In the case of a few trains, there is, however, some increase in the running time due to extra time provided on account of engineering works in progress and extra time provided for two Up trains for changing from double to single line at Garhi Harsaru and again to double line at Khalilpur.

Medical Store Depots

1404. Shri Anthony Pillai: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that proposals are under consideration to diversify and augment the manufacture of drugs at the Medical Store Depots at Bombay, Madras, Calcutta and Karnal; and

(b) if so, what are the main features of the proposals?

The Minister of Health (Shri Karmarkar): (a) Yes; in the Medical Store Depots at Madras and Bombay.

(b) It is proposed to replace obsolete machinery and to instal additional modern machinery for expanding the manufacturing activities of the Medical Store Depot Factories at Madras and Bombay.

Workers in Medical Store Depots

1405. Shri Anthony Pillai: Will the Minister of **Health** be pleased to state:

(a) the number of casual workers employed on an average each day during the last six months by each of the Medical Store Depots at Bombay, Madras, Calcutta and Karnal;

(b) what is the daily rate paid to such workers at each centre; and

(c) whether they are engaged on work done by permanent or temporary hands?

The Minister of Health: (Shri Karmarkar): (a) M. S. Depot, Madras 56
M. S. Depot, Bombay 62
M. S. Depot, Calcutta 33
M. S. Depot, Karnal 37

(b) Male.....varies from Rs. 2·00 to Rs. 2·37nP per day. Female Rs. 1·87 approximately.

(c) Casual labour is engaged in the Medical Store Depots on as and when required basis for miscellaneous work in addition to the sanctioned strength of permanent and temporary employees.

---

12 hrs.

PAPERS LAID ON THE TABLE

Shipping Development Fund Committee (General) Amendment Rules

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): I beg to lay on the Table a copy of the Shipping Development Fund Committee (General) Amendment Rules, 1960 published in Notification No. GSR 1267 dated the 29th October, 1960, under sub-section (3) of section 458 of the Merchant Shipping Act, 1958. [*Placed in Library, See* No. LT-2498/60].

Report on Fisheries Education

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): I beg to lay on the Table a copy of the Report of the Committee on Fisheries Education. [*Placed in Library, See* No. LT-2500/60).

APPROPRIATION (RAILWAYS) NO. 5 BILL*

The Deputy Minister of Railways (Shri Shahnawaz Khan): On behalf of Shri Jagjivan Ram I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1960-61 for the purposes of Railways:

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1960-61 for the purposes of Railways."

The motion was adopted.

Shri Shahnawaz Khan: I introduce the Bill.

MATERNITY BENEFIT BILL*

The Deputy Minister of Labour (Shri Abid Ali): I beg to move for leave . . .

Shri V. P. Nayar (Quilon): On behalf of Shri Nanda.

Mr. Speaker: Even if the hon. Minister does not say "on behalf of" I will advise the reporters to note down the names correctly. If the hon. Ministers say "on behalf of" it will facilitate the correct recording of proceedings.

---

*Published in the Gazette of India Extraordinary Part I—Section 2, dated 6-12-60.

†Introduced with the recommendation of the President.

Shri Abid Ali: On behalf of Shri Nanda I beg to move for leave to introduce a Bill to regulate the employment of women in certain establishments for certain periods before and after child-birth and to provide for payment of maternity benefit to them.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to regulate the employment of women in certain establishments for certain periods before and after child-birth and to privide for payment of maternity benefit to them."

The motion was adopted.

Shri Abid Ali: I introduce the Bill.

12:05 hrs.

RESOLUTION *RE*: REPORT OF RAILWAY CONVENTION COMMITTEE—*contd.*

Mr. Speaker: The House will now resume further discussion of the following motion moved by Shri Jagjivan Ram on the 5th December, namely:—

"That this House approves the recommendations contained in the Report of the Committee appointed to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance *vis-a-vis* the General Finance which was presented to Parliament on 30th November, 1960."

Shri Naushir Bharucha may continue his speech. He has already taken 19 minutes. I will allow him one more minute.

Shri Naushir Bharucha (East Khandesh): Yesterday I was told that I can take half an hour, out of which I have taken only 19 minutes. So, I hope I can have 11 more minutes.

Sardar Hukam Singh (Bhatinda): Yesterday he had moved a substitute motion and because he wanted to cover many points I told him that he can have such time as he feels necessary.

Mr. Speaker: Well, I stand by what has been said by the Deputy-Speaker.

Shri Braj Raj Singh (Ferozabad): Shall we continue with this Resolution for the whole day?

Mr. Speaker: We have now got 4 hours and 20 minutes. We are now starting at 12 O'Clock. Well, we will continue it for the whole days. How long will the Minister take?

The Deputy Minister of Railways (Shri Shahnawaz Khan): About 40 minutes.

Mr. Speaker: Then I will call him at 4·20.

An hon. Member: What? 4:20?

Shri Shahnawaz Khan: Even half an hour will do for me.

Mr. Speaker: I will call him at 4·21. Or, to be on the safer side, I will call him at 4.30. May I now have an idea as to how many members want to participate? I find that there are 11 hon. Members. I will give them ten minutes each.

Shri Naushir Bharucha: I will try to conclude very much earlier.

Mr. Speaker: I leave it to him. I do not want to go behind what has been said by the Deputy-Speaker. I leave it to him entirely. He can have 11 minutes. But it will be better if he concludes earlier.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Are we to understand that the supplementary demands will still be taken up today?

Mr. Speaker: No, there is no chance. This Resolution will take up the whole

day and will be concluded today. Now Shri Bharucha.

Shri Naushir Bharucha: Yesterday, speaking on the aspect of depreciation I said that the amount of Rs. 70 crores reserves for the next five years was too low and that it did not take into consideration the additions to the assets during the course of the Third Plan. Also, it does not take into consideration the fact that the dollar loans have to be repatriated and that replacement of assets from these loans has to be thought of. According to my opinion, even by the rule of the thumb method the minimum amount to be set aside for depreciation should be Rs. 90 crores.

Coming to the question of rules regarding the allocation between capital expenditure, revenue expenditure, depreciation and the development fund, I am of the opinion that this rule should be re-examined by a committee with a view to seeing that the allocations take place on a more sound and scientific line.

Speaking about the development fund, the Convention Committee has recommended continuing the same practice as is obtaining today, that is, temporary loans should be received from general revenues and development fund should be financed accordingly. It would be seen that on 31st March 1961 the development fund will have Rs. 33 crores and the Auditor-General has objected to further loans being taken from general revenues for this purpose. I have not been able to understand the recommendations of the Committee with respect to development fund. One of the recommendations is that there should be an *ad hoc* adjustment from the development fund to the capital

12·09 hrs.

[SHRI JAGANATHA RAO *in the Chair*]

of the cost of new lines under construction as on 1st April 1955, which were charged to the development fund and the balance should be repaid from the revenue reserve fund. Whatever the implication of this recommendation is, the fact remains that the development funds depends upon borrowing and to that extent it will have to repay loans. And how far it will improve the development activities remains to be seen.

Another point of importance recommended by the Convention Committee is setting aside Rs. 3 crores per annum for users' amenities. As it is, we always hear every year at the time of the Railway Budget as to how far passengers and other users of the railways benefit from these type of amenities. To put it mildly the amenities hardly exist. I should like to know axactly from the hon. Minister what he proposes to do with these Rs. 3 crores only and whether it is not possible to set aside a larger amount.

Coming to the question of merger of passenger tax with railway fares, I think the suggestion may be accepted. I fully agree with the recommendation of the Convention Committee that by imposing passenger tax on railway fares the margin for increasing the railway fares has been curtailed. To that extent the Railways are not in a position to raise their fare. Therefore it is but right and proper that some sort of adjustment should be effected and the passenger tax should be merged with railway fares. The amount of Rs. 12½ crores which the Railways say they would pay in lieu of passenger tax seems to me to be a reasonable *via media* and the States which share in the passenger tax ought to be satisfied with it.

But once the passenger tax is merged with the railway fares does the hon. Railway Minister give an assurance that at least for the next five years there will be no increase in passenger fares? Otherwise, does he want first to absorb the passenger tax in the railway fares and then come with proposals for increasing the fares? That aspect requires to belooked into.

[Shri Naushir Bharucha]

Incidentally the MPs will benefit by this proposal because their travelling allowance that they will get if the passenger tax is merged now would be increased by a few rupees.

Coming to the question of amortisation fund, I am afraid the purpose of the fund has been lost upon the Convention Committee. Amortisation fund as applied to depreciation accounting means a method of charging the capital cost of an asset to operating expenses after the service life of the asset has been exhausted. Resort to amortisation fund is usually had when the Railways or any public utility concern has not set aside adequate depreciation. Amortisation would be justified mainly in cases where depreciation of assets has not been foreseen as for instance due to obsolescene on account of scientific progress when suddenly certain assets become useless and the actual service life has not been run through. Therefore I do not understand how the Railway Convention Committee links up amortisation fund with repatriation of dollar loans. No doubt, the dollar loans have to be repatriated but there might be a separate fund set aside for it and we might call it a 'foreign debt service fund' or whatever you like. But merely because a dollar debt exists there is absolutely no ground for creating such a fund. The point is this. Since the Railways are not setting aside adequate depreciation some type of other fund requires to be set up for the purpose of accumulating sufficient funds for the repayment of dollar loans and interest thereon.

Coming to the question of deferred dividends on new lines, the 1954 Railway Convention Committee had recommended that dividend to the General Revenues on the capital-at-charge on new lines should be equal to the borrowing rate of Government departments. It also said that new lines should not pay contribution for five years. The Railway Convention Committee started interpreting what this actually means and it says that the new lines are not to pay any dividend for five years but only after five years provided there is a surplus. I do not know where did they get this thing from. In other words, the Railway Convention Committee under the pretext of interpreting what the 1954 Committee said have extended the moratorium holiday and what they are actually doing is that they are interpreting a debtor's bond they themselves being debtors! In other words, the General Revenues expected that new lines would also pay the necessary contribution at the end of the five-year period. It is no use saying that they will pay if there is a surplus, which really means 'payable when able'. I do not think the General Revenues or the 1954 Committee intended that. The correct interpretation to my mind is that new lines must pay at the end of five years the necessary contribution to the General Revenues based on the capital-at-charge and they cannot afford to say that they had made no profit.

Today in the *Statesman* there has appeared an editorial with the heading 'Railways win'. At first I thought that there might have been some cricket match or something. Later on it turned out that that editorial was based on the Railway Convention Committee report. The editorial says that all along the line the Railways have won hands down and the General Revenues have suffered. This is an impression that is created in the minds of the public. The overall impression left, if I may say by way of conclusion, is that the Report indicates that the Committee is not prepared to face squarely the basic issues of Railway finance and there is no justification whatsoever for further delaying the settlement of these issues. For the next five years the Convention will deprive the General Revenues of its legitimate share of return on capital investment and it will create a bigger backlog of accrued depreciation. I do not know how this continued camouflage of the real

position of Railway finance is going to help either the Railways or the public or the General Revenues. Later on with the lapse of time it will make correction of this defective position extremely difficult. I have, therefore, moved my amendment and I do hope the Government will pay attention to it.

Shri V. P. Nayar (Quilon): Mr. Chairman, Sir, before I deal with some of the recommendations of this Committee I would like to make a few observations about the Committee itself and its functioning.

As you are aware, this Committee is the second of such committees appointed since Independence and I cannot for the life of me understand how the Committee has already developed a convention whereby hon. Members who function in the Committee are prevented from writing a minute of dissent. This Committee had been appointed by the House just because the House as a whole had not found it convenient to go into the details, to collect evidence if it was necessary or to sift the mass of material which might be placed before it. It was as a question of convenience that the House resolved that this matter would be decided upon by a Committee and in the Committee you find that all shades of opinion in the House had been represented. What is more and it is a welcome feature too for the first time, the Committee has chosen to place in the Library all the records which it had. With all this it is very strange how the Committee could develop a convention and say that hon. Members who wanted to express an opinion different from the opinion held by the majority could not do so. I contend that this takes away from the House the right to know what their views had been.

Mr. Chairman: It is an unanimous report.

Shri V. P. Nayar: I understand—I am subject to correction—that there have been some differences of opinion inside the Committee. As you know, an hon. Member who functioned in the Committee cannot disclose.....

Mr. Chairman: I was a member of the Committee and I know what it was.

Shri V. P. Nayar: Another member of the Committee who is equally responsible has told me that it was not possible for him to write a minute of dissent as he was specifically told that the convention was that it was not open to him to do so. I cannot understand this.

Mr. Chairman: To my knowledge no such discussion took place in the meeting.

Shri Narasimhan (Krishnagiri): On a point of order, Sir. Is it desirable or consistent with the good functioning of the House to say something about a member of the Committee when the Committee has given a unanimous report that somebody said something without specifying the name? It is unfair to the Committee as a whole that after giving a unanimous report an hon. Member thought otherwise.

Shri Tangamani (Madurai): It is open to any hon. Member to append a note of dissent. That is the point.

Shri V. P. Nayar: I am sorry the Chairman of the Committee does not seem to be in the House. I would like to have a clarification from him because I was definitely told that a member had no right to append a minute of dissent. If that is so, it is very, very regrettable because we appoint certain hon. Members to function in the Committee in order that they may go into the questions in greater detail than would be possible for the House as a whole. I find also that even if it is a unanimous report of the Committee, it comes in for very severe criticism. As you have

[Shri V. P. Nayar]

assured me that it is not so, I do not propose to go into greater detail. I would like the Committee to lay down a rule hereafter at least that Members who are keen on appending a Minute of dissent may do so in order that the House may have their views also.

Coming to the recommendations, I find that some of the recommendations have to be welcomed while others are not above criticism. I do not share the views of the hon. Member Shri Naushir Bharucha in some of his observations. I know that his views on scientific matters and scientific methods are deservedly entitled for respect in this House at least if not outside. But, I am sorry that he did not also give us the solution which I thought we could get from him. This report shows that several questions which they ought to have considered in great detail have not been considered by the Committee. I find from the report that the Committee started functioning by giving a sort of questionnaire to the Railway Board; on each question, the Railway Board addressed a memorandum and the memoranda have been considered in detail. I find that all the information that was available with the Railway Board has not been given to the Committee.

I am only giving one or two examples. I find from the review of Shri Jagannathan, Financial Commissioner for Railways that there was a controversy between the Railway Administration and the Comptroller and Auditor General. On page 63 of the memo, I find that a suggestion was made by the Comptroller and Auditor General, in this connection, namely that the expenditure from the Fund should be limited to the amounts available as a railway surplus without having recourse to loans from General Finance. I also find from the collection of memoranda that this question was raised. On going through the documents, I do not find any in which the Comptroller and Auditor General had expressed his views. I would like to know what his specific views have been. I would very much like to have the text of the views as expressed by the Auditor General. I am not going into the question whether the Auditor General has been correct or the Committee has been correct. On a matter in which the Auditor General takes a different view and the Committee is not inclined to accept the view of the Auditor General, I think the House is entitled to know what exactly the view of the Auditor General has been. I do not find this from the records available before this House. There are other points on which I find that the information made available to the Committee was not complete. I am not going into that either.

Taking the recommendations, I find that in some matters, the Committee did not come to a conclusion in any positive manner. Take, for example, the recommendation about Amortisation fund. The recommendation which is printed in italics says:

> "While the Committee appreciate that the financial position of the Railways during the next quinquennium will not be favourable for the creation of an Amortisation Fund, they will nevertheless feel that this question should not be lost sight of inasmuch as in the context of the repatriation of all other dollar loans, it will assume importance."

What is this recommendation? What we wanted to know is whether Amortisation Fund was necessary to be set up immediately or not. They say that it should not be lost sight of. I am not going into the merits of the Amortisation Fund or the demerits of that. I am only asking—I need not ask the Minister; he is not responsible for the Committee's report—I am only suggesting that the Committee has not made a specific recommendation as to whether an Amortisation Fund has to be immediately set up or not.

Dr. M. S. Aney (Nagpur): That is not to be set up now. The matter may be kept in view some time later. That is what it means.

Shri V. P. Nayar: Unfortunately, the para begins thus:

> "The need for creating an Amortisation Fund and the extent to which the capital-at-charge of the Railways should be written down was considered by the Railway Convention Committee, 1954."

It had been considered in 1954. They also did not make any specific recommendation. The point at which it has to be created was again considered by this Committee. Even then no recommendation had been made. I am only saying that there is no definiteness about this recommendation.

The recommendation as regards the Depreciation fund also requires detailed examination. I agree in this respect with Shri Naushir Bharucha. I say that it is because there was no proper accounting and no proper costing to the extent desirable or necessary that the Committee was forced to agree to the views of the Railway Board that it can be fixed at a pre-determined *ad hoc* figure. I cannot understand why in calculating depreciation, a pre-determined figure has been fixed on an *ad hoc* basis if the Railway Board had all the details on which depreciation has to be calculated. There is another difficulty. If we do not calculate depreciation in a manner in which it is necessary at present, the effect of calculating depreciation in a wrong way would be disasterous 15 or 20 years hence. On the one hand, if you calculate depreciation at a rate which is more than necessary, you would have diverted available funds unnecessarily from currently useful and urgent needs. On the other hand, if depreciation is calculated to a lesser extent than what is necessary, after 20 or 25 years, there will be paucity of funds in future. Life of most of the Railway equipment will be very long and each will vary. I know, the depreciation on rolling stock would be different from the depreciation on communications equipment. The depreciation on buildings cannot be the depreciation on bridges. Taking into consideration all that, it was absolutely essential for the Railway Board and the Committee to find out how actually the depreciation could be calculated, having regard to the necessity of development in future. If it is a private company, you know very well that depreciation is calculated on a percentage. It is required for the purpose of Income-tax also. On the one hand, you say that contribution to the General reserve is calculated on a percentage basis. We have figures for capital-at-charge. We have figures for several other things. But, for the purpose of calculating depreciation on a percentage basis, we do not seem to have the necessary figures. I know that it is because the Railway Administration does not have at present detailed costing and detailed accounting in order to justify calculation on a percentage basis, in order to provide some figure; they have jumped to the calculation of Rs. 65, 67, 70 and 72 crores. I do not for a moment agree with Shri Naushir Bharucha when he said that depreciation should be calculated at Rs. 90 crores for the simple reason that that also is a pre-determined *ad hoc* figure for which he gives no basis. If he could have convinced us by quoting figures that instead of Rs. 70 crores which is fixed as the average for 5 years . . .

Shri Naushir Bharucha: May I point out that working it out on the basis of income-tax depreciation allowance, if you take not merely the capital-at-charge, but also other factors, it will work to something like that. That even is on the conservative side.

Shri V. P. Nayar: I do not want to be conservative at all in calculating depreciation. But, the point is, Shri Naushir Bharucha himself, who argued it in a very able manner, should

[Shri V. P. Nayar]

have given us an idea of how depreciation as calculated at Rs. 70 crores is wrong and why we should go in, instead of Rs. 70 crores, to Rs. 90 crores. I am not suggesting any figure for the simple reason that I do not have the details before me. I urge that every detail should be collected and depreciation should be calculated on the basis of a percentage. When contribution to the General reserves is based on a percentage, I cannot understand why it is impossible for depreciation to be calculated on a percentage basis. I feel that the depreciation which varies to the extent of Rs. 2 crores and 3 crores as we go from year to year in the Third Plan will not be justifiable for the simple reason that the development which is in view will not justify that.

In regard to the contribution to the general reserves, I cannot for a moment agree with the views of Shri Bharucha. He says because dollar loans will have to be repatriated, because we have incurred, for the specific purpose of the railways, loans to the extent of Rs. 140 crores at 4 to 5 per cent . . .

Shri Naushir Bharucha: Five and a half to 6 per cent.

Shri V. P. Nayar: I stand corrected. He says the railways must be compelled to pay at least that interest. He forgets the fact that the railways cannot be equated to a purely commercial undertaking. He asks: if the railways cannot contribute to the national economy, what is the purpose of the railways' existence. The railways exist not for that purpose, but for other purposes. The point is no undertaking of a character of the Indian railways can be compelled to pay the interest on the loans which the Government procures for it. If we stretch Shri Bharucha's argument a little further, every public undertaking, whether it is a utility undertaking or a commercial undertaking, would have to pay the interest fully on the loans specifically procured for it, which is impossible in the present context, for in some of the industries we know for 20 years we will get no return and yet the State has to run the industry. If one keeps in view the fact that the railways function not merely as a commercial undertaking but also as a public utility concern, his argument falls to the ground.

We must also consider the fact that the railways contribute indirectly Rs. 30 to Rs. 35 crores, perhaps more. These are all rough calculations. This aspect should also be taken into account in fixing the rate of contribution.

I am not for raising the percentage from 4 to 4.25 as recommended, because no case has been made out for the increase. What is the justification for it? Again, I speak subject to correction because you have been in the Committee. I understand that in the committee itself there was a view that this need not be raised.

Shri T. B. Vittal Rao (Khammam). It is here in the report itself.

Shri Narasimhan: There are always two sides to any question.

Shri V. P. Nayar: But the Chairman just now said that there was no difference of opinion.

Mr. Chairman: There was a discussion, ultimately this was the unanimous report produced.

Shri V. P. Nayar: It is very clear, and I think the report also indicates that the opinion was not unanimous.

In making our calculations we forget the fact that the railways are not a purely commercial concern. We also forget its indirect contribution of about Rs. 35 crores. Besides, there are so many other advantages which accrue to the nation through the railways which are not perceptible in

terms of figures. Its utility aspect can never be calculated in terms of rupees, annas, pies. Further, the railways require more money for their development just now. This increase of 0.25 per cent to the general revenues is also not going to make a sizeable difference in the general budget.

There is also the aspect of the contribution which goes to the States. That contribution has now been fixed on an *ad hoc* basis. That, I think, is not justifiable because I do not think the States have been consulted in this matter. The States can command much less finances than the Centre. In devising their estimates for the Five Year Plans they would have taken into account whatever would accrue to them by the increase in traffic in their States. They would not have worked out on the basis of the average from 1950 to 1955. In some of the States, for example, there are new lines and there are chances of a higher revenue from this account. So, I do not think that it is proper that an *ad hoc* lump sum should be fixed without reference to the States who must have relied at least to some extent on the increased contribution from the railways consequent on increased traffic in the State. They will now get only the average of the past five years.

Shri Naushir Bharucha: The passenger tax was not in existence until two years ago.

Shri V. P. Nayar: Average of the last three years in that case.

We know in some of the States railway traffic will increase by a substantial percentage.

Shri Rajendra Singh (Chhapra): Especially in Kerala.

Shri V. P. Nayar: Yes, because we have a new line of 60 to 70 miles. It is not merely in Kerala, in Bihar also. The States will not get advantage on that. I submit that this recommendation should not have been incorporated in the report.

One more point about overcapitalisation. Here also I know the figure has been arrived at after some calculation. I do not say all the necessary calculations have been made, but the figure of Rs. 121 crores is not just a surmise as is sought to be made out by Shri Bharucha. There is some basis for it, though it may not be 100 per cent correct. In all our calculations we have to take into account this overcapitalisation, and I have a feeling that the estimate of Rs. 121 crores is on the correct side.

With these observations I commend the recommendations.

Shri Achar (Mangalore): The main purpose of the committee has been to settle this dividend—the others are more or less subsidiary points—and the result has been a recommendation to increase it by 0.25 per cent. I must say at the very outset that I am against this.

Before I make a few observations on this point of railway finances, I would like to lay emphasis on the question whether the railways should be used as a machinery of taxation. I can understand the principle that interest should be paid, and then you proceed to fix the rate of interest. Formerly it used to be 3.15, 3.18, 3·50 etc. But what do you find in this report? This is the main quarrel I have got. I will not go into the question whether it is a utilitarian or commercial service. Though I am of the view that it is more of a utilitarian service, and the Railway Minister also was once pleased to say that it was more of a utilitarian service, for the sake of argument let me concede that it is a commercial service. Here is a monopoly commercial concern run by Government, and it has been advanced certain amounts, which constitute the capital-at-charge. Unfortunately, that also has not been fully gone into. I wish that at least one of these committees had gone into this matter and found out exactly what the capital-at-charge is. Our railways are nearly a century old, or even a little more, because, the railway

[Shri Achar]

centenary was celebrated only a few years ago. Some amounts have been invested in the railway companies before, and the whole thing was taken over by Government later on, and it is now in their hands. For the investment made, if Government want, and rightly too, a dividend let them be paid that dividend. I have no objection. But what dividend should be paid is a point which has to be decided after deciding what the capital-at-charge is. Why do other considerations come in? I wish the report had stated this aspect clearly.

The report only says 'by way of interest and something else'. What is that 'something else'? Is it that you want to tax the railway-using public for getting funds for the Plan? Of course, we are all Plan-minded, and we want to contribute to the Plan, not that I am against the Plans. But is it that we should tax one section of the public only, namely the public using the railways either for passenger traffic or for goods traffic, and pay to the general revenues? I would say that that is against the basic principles of public finance. In public finance, you must tax....

Shri Rajendra Singh: Can the hon. Member cite any authority on it?

Shri Achar: I wish my hon. friend reads some books on public finance. I hope he has read. At least, that is my view.

The reason why I say so is this. If you are going to tax one section of the public for the benefit of another section, unless it be for the social purposes of equalising incomes or things of that kind, then, that is not in accordance with the general principles of public finance. But, here, by paying more interest than due, you are taxing the railway-using public, that is, the public using the railways either for travelling or for sending their goods, for the benefit of the general public, for the advancement of your Plans, and for the advancement of other purposes that you have in view.

Shri Rajendra Singh: May I know whether the hon. Member is suggesting that the public should not pay fares to the extent that they are receiving services from the railways?

Shri Achar: I am sorry my hon. friend has not understood my point. I never said that. There is no point in unnecessarily interrupting in this manner. All that I have been saying is that we must not utilise the railways as a machinery for taxation. If that is meant for a section of the public, namely, the persons who are utilising them for travelling or for sending their goods, then, they should not be taxed for the benefit of another section. Even on a commercial basis, for maintaining the railways for developing them and so on, you may do it, out there is no justification to pay more out of the surplus to the general revenues.

Of course, I find that at pages 8 and 9 of the report, the committee have discussed this point, but I have not found any specific reason why the dividend rate should not be 4 per cent. but 4·25 per cent. Why should it not be 4.30 per cent or 3:30 per cent From the report, I find that there is no reason why the rate has been fixed like that. I would, in fact, go one step further. The previous speaker also referred to it, but he did not emphasise it.

When we look at it from the other aspect, there is the question that the railways are helping the Government Departments and others by unseen methods. I suppose the P. & T. Department is one such; then, the food services are there; there also, they may be doing a good service. I do not say that Government should not do it, if they want to help to reduce the prices of foodgrains; let there be a concession for foodgrains. I have no objection. Then, there is the case of industrial raw materials also. There is also the Defence Department. These Departments and services are given concession by the railways. I do not know what the value of these concessions will be. I have tried my best to find out the figures, but I have not

been able to find any. I tried to find them out even from the earlier reports, but I have not been able to find out how much exactly it comes to, by way of concessions to the P. & T. Department, the Defence services, foodgrains, coal, industrial raw materials and so on. No doubt, the railways are doing a very good national service by giving concessions in the case of these items. I have no objection to that But, we are saying that the railways are a commercial concern. I say, for the sake of argument, let us concede that it is a commercial concern. If it is a commercial concern, I cannot understand why the railways should be charitable only to these concerns or only in the case of these items. Why should the railways not charge at least in their books and then have a deduction made from the contribution that they have to make to the general revenues?

As I was saying, the percentage must be fixed in a proper way. I have no objection to paying a definite rate of interest. I have no objection to the capital being paid its proper share of interest. Here also, I would like to submit one or two things. We know that these railways were started more than a century ago. If we look into railway finance and see how much has been paid by our passengers and travellers and by the merchants for sending their goods in the earlier days, what do we find ? In our parts and in Bombay also, on the original side, there is a law called *Dandupat*. I do not know whether it is prevalent in these parts. It is a very good and equitable principle. If interest is paid to the tune of more or less double the amount of principal, then, the principal must be wiped out. Supposing a man borrows Rs. 100, and he has paid back Rs. 200, then, the whole principal must be wiped out. This principle was also adopted by Rajaji in the Debt Relief Act which he promulgated in the Madras State. Please do not, however, think that I am adopting this argument or anything of that kind. In the case of railways, probably, not only double, but even treble has been paid. That is a different aspect altogether. On equitable considerations, the principal itself has to be wiped out here also. But that is a different matter. I am not pressing it. After all, the railways are a public concern. But, as I said, our equitable law goes to that extent. Even if a *bania* lends money and he has been paid double the amount of his principal, then the principal must be wiped out.

I shall not adopt that principle here. But, at least, should we not have this principle that only some equitable rate of interest should be paid and nothing more than that? If we consider the question from this point of view, and take into account the concessions that are given, think the rate of interest that has to be paid, namely even this 4·25 per cent. will be too much.

Shri Naushir Bharucha was ably arguing and saying that there is the dollar loan, and on that, about 6 per cent or thereabouts has to be paid. Let us consider that also. Out of the Rs. 2,300 odd crores, which will be the capital-at-charge of the railways at the end of the Third Five Year Plan, the dollar loan will only be about Rs. 140 crores. I shall not grudge the railways paying a higher rate of interest at the rate of 5½ or 6 per cent. on that portion of the capital-at-charge, because there is nothing wrong about it. Interest can be paid at a higher rate on this portion of Rs. 140 crores. But why do you make that as a lever and charge a higher rate on the rest of the Rs. 2,300 crores also? In spite of what was said by Shri Naushir Bharucha who also referred to the leader in *The Statesman* and so on, namely that everything is carried away by the railways, I would say that everything is carried away by the Finance Minister, because he wants funds for the Plan. I say that he must find funds in a proper way.

From the report itself, I would submit that it has not been a very fair recommendation. What is the condition of railway finance today? The

[Shri Achar]

committee say that they themselves may go into the question of the creation of an amortisation fund later on.

At page 13, they say:

> "While that Committee"—

that is, the previous Convention Committee—

> "agreed that amortisation would eventually be of benefit to the Railways, they were of the view that having regard to the tight financial position of the Railways, the time was not yet ripe for amortisation. They suggested that this question might be taken up at the time of the following revision of the Convention."

This was referred to by one of the previous speakers. Last time, they left it there. They realised that the Railways are in a tight position and nothing could be done. Now, also it is sent to cold-storage.

> "The financial forecast for the next five years shows that the position remains essentially the same."

That means, it is in a very tight corner. The railway finances are not at all satisfactory. When that is the situation—of course, this may not be a big burden; I am not arguing against the present rate of 4.25 per cent.—when the railway finances are not in a proper condition, there being insufficient provision to meet the needs of the Development Fund and other things, payment of interest on the capital to general revenues must not depend on other things. If instead of the present position, the railways have a huge surplus next year, even then, I will not recommend an increase in the rate. The rate of dividend must depend on the right of the Government to get interest taking into account other factors, if any. I do not know if there are any; if there are any, that must also be charged. But just because the Railways have got a higher surplus, it should not *ipso facto* go into the treasury. There is no justification for doing so.

Look at the condition of our Railways. Persons who have gone to foreign countries say that ours is one of the worst railway systems.

Mr. Chairman: I do not agree with the hon. Member.

Shri Achar: I will give one or two instances. Take the speed of our trains. When I say 'one of the worst railway systems', I am not talking about its efficiency or anything of the kind. In that respect, it is all right. But take one simple instance—the speed of our trains. I am told in the Continent, the trains run at a speed of 120 miles. In America—we should not compare our system with that of Iran or Iraq; I am thinking of the more civilised and better developed countries—what is the speed of trains? I am told it is 125 miles an hour. I am not for a moment saying that that is possible here. But what should be our aim?

Mr. Chairman: Speed depends on several factors.

Shri Achar: Maybe. But should we permanently remain as we are?

Shri Kalika Singh (Azamgarh): That is on the special Trans-Continental Railway.

Shri Achar: I have also read about it. Have we a Trans-India Railway?

I am not saying that in one day we can change the condition. The tracks are not all right. We know what the conditions are. It is not that we do not redise the practical circumstances. But what should be our aim?

My main point, without going into details, is that the railway finances are not in a satisfactory condition. If there is any surplus with the railways, it must be utilised for the development of the railways. The Report makes it very clear that the railways are not able to have the necessary funds for development. They are not

able to think of amortisation. When that is the position, there is no justification for an increase of 0·25 per cent. or any increase.

Shri Aurobindo Ghosal (Uluberia): The Report of this Committee is so cryptic that it is impossible for us to know the grounds on which the Committee have come to their decisions. The issues framed by the Committee were sent to the Railway Board and the Financial Commissioner to give their opinion. After considering their opinion, as we see from the Report, the Committee came to certain specific conclusions embodied in the Report. In my opinion, the Committee has rather compromised the issue on the suggestion of the Railway Board and the Financial Commissioner without disclosing what are the specific grounds in detail in support of their decisions.

The fundamental principle on which the whole question should be viewed is whether the railways are a commercial undertaking or not. Shri V. P. Nayar said that the railways are not a completely commercial undertaking; they have got a public utility aspect also. The Railways themselves, whenever the question of any amenities or laying of new lines comes up, declare that they are always examining things from the commercial angle. There is no doubt that mainly, if not wholly—because there are also some lines which may be called strategic—the railway undertaking should be conducted on a commercial basis. Therefore, naturally financial issues should also be settled on commercial lines.

Regarding the rate of dividend which is being paid at present towards general revenues, the gross traffic receipts in 1955-56 were Rs. 316·29 crores which gradually increased to Rs. 422·33 crores in 1959-60. During this period, the rate of dividend paid is 4 per cent. The gross traffic receipts are expected to increase to Rs. 611·22 crores at the end of the Third Plan, that is, at the end of 1965-66. So the increase in gross traffic receipts by this time, in five years, will be about double. But I do not understand why the Committee have increased the rate of dividend only by 0·25 per cent.?

Shri Jagjivan Ram: What relation has it got to gross traffic receipts?

Shri Aurobindo Ghosal: The revenue will be increased from Rs. 50·34 crores in 1955-56 to Rs. 170·85 crores in 1965-66. One of the main pleas of the railways against an increase in the rate of dividend payable is that the railways are also contributing to general revenues in the way of concessions to P. & T. and Defence departments, as also giving concessions in the rate for carrying coal, industrial raw materials, foodgrains, etc. But these concessions are not new features. These concessions are being given since a long time. Moreover, by reducing the tariff rates, the Railways are also getting some advantage. All commercial transport shall have to do it in order to increase the volume of their traffic. Naturally, the Railway is also benefited by reducing the rates of tariff in the case of these commodities. On the other hand, by recommending that the annual loss on the working of the strategic lines should be borne by the general revenues, the increase of the dividend by 0.25 per cent. loses all value and it is being more than compensated. So, the General Revenues, in spite of the meagre increase will gain nothing; rather, the General Revenues will become starved.

13 hrs.

I understand that the whole of the North Eastern Railway has been relegated to the category of unproductive section. Of course, some portion of it might be unremunerative being of a strategic nature. But those sections may be cut off from this zone and may be considered separate. Why should the whole zone be relegated to the unproductive unit? Moreover, in the near future, within a year or two when the Assam link will be strengthened and the Brahmaputra bridge will be completed and also the through traffic

[Shri Aurobindo Ghosal]

passage agreement with Pakistan is finalised, the whole North Eastern Railway would be turned into a remunerative one.

The contribution to the Depreciation Reserve Fund was fixed at Rs. 30 crores by the 1934 Railway Convention Committee, which was again raised to Rs. 45 crores in 1955-56. Now, it has been raised to Rs. 70 crores per year from Rs. 45 crores. The Report has not given any argument for fixing it at this amount of Rs. 70 crores, as Depreciation Charges. I want to know what is the basis or method of working out these depreciation charges. This has been questioned by the previous speakers also. Depreciation should be based on the life of the assets and their replacement capacity, though, of course, not on a point to point basis. This cannot be deferred if the earning potentiality of the assets has to be maintained in future. If proper depreciation is not worked out, what will happen? There will be corrosion in the capital investment and it is also very dangerous for the undertaking in future.

As regards financing of the Development Fund by means of temporary loans from General Revenues, I would support the recommendation of the Auditor-General in this respect, who has advised them to cut their coat according to their cloth. Withdrawal from the funds exceeding its net accretion has been the regular feature since 1953-54. I understand and realise that the expenses are increasing for developmental works in the Railways. Still, the commercial and practical approach should be maintained in order to restrict the expenditure and the expenditure should be restricted within the amount that will be available for them, and also for the purposes for which the Fund was originally created.

Moreover, development should be interpreted literally and strict watch should be kept so that a portion of the Development Fund is not utilised for any other purposes. We have seen that this loan has lost its colour and has turned into a grant again when we find that the Committee have recommended to write off the loan indirectly in order to enable the Railways to begin their Third Five Year Plan career with a clean slate. The Railways should also endeavour to see that these expenses which are incurred from Development Fund ultimately bring some remuneration in future. They cannot be relegated to unproductive units *ad infinitum*. This may also be considered.

In spite of giving concessions for development we find that the amount for users' amenities has not been increased. That has been fixed at Rs. 3 crores per annum for the next 5 years. For the last 5 years also the same amount was fixed—Rs. 3 crores per annum. If you analyse the categories and the character of these users' amenities, you will find that very many things have been allocated to this Fund. For example, even the expenses which are meant for the developmental purposes of the Railways which are of interest to the Railways have been included within the Amenities Fund. Construction of godowns or putting up of more counters for facilitating the work of the Railways, and sometimes even remodelling of stations, have been included in the amenities. Moneys are being taken from the Amenities Fund. The scope of the Amenities Fund has been so much widened that the real amenities for the users are not being given. Even then, the Amenities Fund has not been increased; and it is fixed at the same amount of Rs. 3 crores per annum.

The merging of the passengers' fare tax with the fares will deprive the States to some extent as they shall have to accept a fixed quantum on a presumptive basis and they will be deprived or they will not be able to get anything more if the income increases still in future. In order to avoid the process which is full of complexities, I would rather like to accept

the recommendation of the committee in the merging of railway fares.

Lastly, the Committee has not been able to give any radical argument for deferring the creation of a Amortisation Fund. The last Convention Committee has also said that certain amounts should be given. Nobody can deny the necessity of this Fund. It has been deferred on account of the tight financial position of the Railways. But, in my opinion, this Fund should have been started even with a small amount.

Lastly, regarding the moratorium of new lines. The interpretation of the moratorium as given by the Committee is really curious. If we refer to the recommendation of the Railway Convention Committee of 1954, we will find that recommendation 4 is like this:

> "The dividend on the Capital-at-charge of new lines should be computed at a lesser rate, *viz.*, the average borrowing rate charged to Commercial Departments and a moratorium should be granted in respect of the dividend payable on the Capital invested on the new lines during the period of construction and upto the end of the fifth year of their opening for traffic, the deferred amount being repaid from the sixth year onwards in addition to the current dividend out of the net income of the new lines."

In this recommendation, nowhere do we find any basis for the finding of this Committee for interpreting these recommendations in the light in which this Committee has decided.

> "The Committee are of the view that the deferred dividend should be paid from the sixth year onwards only if the net income of the new lines leaves a surplus after the payment of the current dividend."

That was not the recommendation of the last Railway Convention Committee—of 1954.

Sir, with these words I say I am not happy with the Report of the Railway Convention Committee.

श्री सिंहासन सिंह : (गोरखपुर) : यह जो रिपोर्ट रेलवे कनवेंशन कमेटी की है, इस में मेरी थोड़ी सी असहमति है । प्रथम तो मैं चाहता था कि हमें बताया जाता कि युनाइटेड किंगडम में, बैल्जियम में, फ्रांस में जहां पर रेलवेज को नैशनलाइज्ड किया गया है, कितनी धन राशि जनरल रेवेन्यूज को दी जाती है ताकि हमें पता चल सकता कि हम उनकी तुलना में कितनी देते हैं । उन मुल्कों में क्या दिया जाता है, मालूम होता है, उस पर हमारी कमेटी ने विचार नहीं किया है और यह पता नहीं लगाया है कि उनकी तुलना में हम कम दे रहे हैं या अधिक दे रहे हैं । हमेशा ही किसी चीज पर विचार करने का कोई आधार होता है लेकिन ऐसा मालूम होता है कि हमारी कमेटी ने किसी को भी आधार मान कर फैसल नहीं किए हैं । वहां गाड़ियां तेज दौड़ती हैं या हमारे यहां तेज या धीमे दौड़ती हैं, इन बातों में न जा कर हमें देखना है कि हम किस आधार पर जनरल रेवेन्यूज को पैसा दें । जब हम पैसा देने की बात करते हैं तो हमें यह भी सोचने के लिए मजबूर होना पड़ता है कि रेलवे को यूटिलिटी कनसर्न माना जाए या इसे व्यावसायिक आधार पर चलाया जाए । यू० के० इत्यादि में क्या जनरल रेवेन्यूज में दिया जाता है इसका पता लगाने के लिए मैं लाइब्रेरी में गया हूं लेकिन वहां भी मुझे इस बात का पता नहीं चल सका है । हमारे आचार साहब ने बड़े जोरों में कहा है कि रेलें यूटिलिटी सर्विस हैं, इनको कमर्शियल कनसर्न हम नहीं कह सकते हैं । आज देखना यह है कि हम किस प्रकार की सोसाइटी की स्थापना करना चाहते हैं । हमने नारा लगाया है कि हम अपने यहां सोशलिस्टक पैटर्न आफ सोसाइटी की स्थापना करेंगे और वही हमारे सामाजिक ढांचे का आधार होगा

[श्री सिंहासन सिंह]

और इस ध्येय की पूर्ति के लिए हम शनैः शनैः धीरे धीरे कदम आगे बढ़ाते जायेंगे। हमने कहा है कि जितने भी व्यक्तिगत क्षेत्र के अन्तर्गत उद्योग आते ह, उनको हम धीरे धीरे राष्ट्रीय क्षेत्र के अन्तर्गत लाते जायेंगे। आज जो कारोबार व्यक्तिगत क्षेत्र में होता है, उस से हम टैक्स लेते हैं और उस के बाद भी वह उद्योग जनरल कैपिटल को मुनाफा देता है और उस के साथ साथ अपने शेयर होल्डर्ज को डिविडेंड देता है। ये सभी बातें हैं जिनको हमें हमेशा ध्यान में रखना होगा जब हम इस विषय पर विचार करें।

हमारे आचार साहब ने एक बात दामदूपत की कही है। मुझे पता नहीं कि कहां कोई कर्जदार है और कहां कोई कर्ज को वसूल करने वाला है। आज तो कर्ज लेने वाली और कर्ज को अदा करने वाली सरकार ही है। इस वास्ते दामदूपत का जो कानून है, वह यहां लागू नहीं होता है। जो रुपया हम रेलों में लगाते हैं, उसका क्या रिटर्न हमको मिलता है और क्या नहीं मिलता है, इस पर हमें विचार करना है। १४ अरब या उसके करीब रुपया रेलों में लगा हुआ है। उसका आप केवल चार परसेंट सूद के तौर पर देते हैं जब कि अन्य जो प्राइवेट कम्पनियां हैं, उनकी बात दूसरी है। वे गवर्नमेंट को टैक्स देती हैं, बहुत शान से रहने के बाद भी डिविडेंड अपने शेयरहोल्डर्स को देती हैं और अपने सारे खर्चे निकालती हैं और उन के बाद भी नफा कमाती हैं। गवर्नमेंट आज भिन्न भिन्न चीजो को अपने अधिकार में ले रही है। हमारे सामने जैसा मैं ने कहा है यू० के० के आंकड़े नहीं हैं। लेकिन जो सोशलिस्ट स्टेट्स हैं, उनकी मिसालें हमारे सामने हैं। वहां जनता पर कोई टैक्स नहीं लगे हुए हैं। उनकी कुल आमदनी राज्य द्वारा जो व्यवसाय चलाये जाते हैं, उन से होती है, रेलवे से होती है, स्टील से होती है, माईन्स से होती हैं, कोल से होती है। हम ने भी कोल के क्षेत्र में प्रवेश किया है, स्टील, माइंल इत्यादि के क्षेत्र म भी हम धीरे धीरे बढ़ रहे हैं। लेकिन जहां भी हम देखते हैं हमें इन से घाटा ही होता दिखाई दे रहा है। अब इस कमेटी ने क्या कहा है ? इस ने कहा है कि चार के बजाय सवा चार कर दो और इस सवा चार करने की कोई वजह बयान नहीं की है। जब रिपोर्ट को पढ़ते हैं तो पता चलता है कि जो कमेटी की जजमेंट होगी वह चार के भी खिलाफ जाएगी, चार से कम के लिए कमेटी कहेगी लेकिन आखिर में जा कर एक छोटा सा पैरा लिख दिया कि सवा चार कर दो। सवा चार इस आधार पर किया मालूम देता है कि रेलों को भी कुछ मुनाफा रह जाए और इस से ११ करोड़ का मुनाफा रेलों को रह जाएगा। कमेटी ने सोचा कि अगर साढ़े चार कर दिया तो रेलों को घाटा होगा इस वास्ते मुनाफे का ख्याल रखते हुए और यह देखते हुए कि घाटा भी न हो, उस ने सवा चार परसेंट रख दिया, बीच का रास्ता निकाला है।

अब हमें देखना है कि हमारे जो डिवेलेपमेंट के प्रोग्राम है वे कैसे बन रहे हैं और कैसे वे चल रहे हैं। हम पांच साला प्लान बना रहे हैं। क्या उस प्लान को हम केवल कर्ज ले कर ही पूरा करना चाहते हैं या अपनी कमर कस कर और खर्चे में कमी कर के भी उन को पूरा करना चाहते हैं। आज तो ऐसा देखने को मिलता है कि हम कर्जे ही कर्जे लेते जा रहे हैं और खर्च करते जा रहे हैं। यह एक ऐसा विषय है जिस पर आपको गम्भीरता से विचार करना होगा।

हमारे नायर साहब ने कहा है कि इस कमेटी ने एक नई कनवेंशन बना ली है कि कोई मेम्बर भी डाइसेंटिंग नोट नहीं देगा। अगर ऐसा बाकी सभी मामलों में भी हो सके तो यह प्रसन्नता की बात होगी, खुशी की बात होगी।

अगर मैजोरिटी से कोई चीज तय हो जाए और उसको मान लिया जाए तो यह भी एक प्रसन्नता की बात होगी। १८ मेम्बरों की यह कमेटी थी और इसमें सभी पार्टियों के लोग थे। उसमें से किसी भी आनरेबल मैम्बर की भिन्न राय न रही हो, सभी एक मत के हों, कैसे हो सकता है। काश कि यह बात हो सकती तो आज हम बहुत आगे बढ़ गये होते। लेकिन ऐसी बात नहीं हो सकती है। कनवैंशन की बात अलग है कि अलग राय होते हुए भी दूसरों की बात को मान लो और जो मैजोरिटी की राय है, उसे ही कर दो। लेकिन जस कनवैंशन कमेटी ने जो इस तरह की कनवैंशन बना दी है कि कोई भिन्न राय नहीं रखेगा और भिन्न राय नही देगा, यह जरा डेमोक्रेटिक ढ़ांचे के लिए बड़ी शोभनीय चीज मालूम नहीं देती है। यहां पर हर एक को अपने विचार रखने की स्वतन्त्रता है और उसको अपने विचारों को अभिव्यक्त करने की छूट है। अगर कोई मैम्बर यह राय रखता है कि यू० के० में इतना जनरल रेवेन्यूज को दिया जाता है, फ्रांस में इतना दिया जाता है और दूसरे मुल्कों में इतना दिया जाता है तो हमारे यहां भी इतना क्यों न दिया जाए तो जसमें कोई खराबी की बात नहीं है। लेकिन वह ऐसा कहने नहीं पाया प्रतीत होता है। मैं चाहता हूं कि अगली बार जब इस विषय पर विचार किया जाए तो इसको अवश्य ध्यान में रखा जाए।

अब जो आडिटर जनरल ने एक सुझाव दिया है, उसकी मैं चर्चा करना चाहता हूं। वह सुझाव अपनी जगह पर अच्छा था। लेकिन आपने कहा है कि उस सुझाव को हम नहीं मानेंगे। आडिटर जनरल ने क्या सुझाव दिया है। उन्होंने इतना ही तो कहा है कि जनरल रेवेन्यूज से आप डिवेलेपमेंट फंड के लिए न लीजिए, अपनी ही आमदनी से, खुद ही बचा कर इस काम को आप करिये खर्चे में बचत करने या आमदनी को बढ़ाने पर आपने विचार नहीं किया है। कहीं पर भी इस कमेटी ने कोई सुझाव नहीं दिया है कि अमुक अमुक विभागों में खर्चा कम करके अधिक रुपया बचाया जा सकता है। आज देखने में आता है कि शानदार बिल्डिंग बनाई जा रही है और रुपया फिजूल खर्च किया जा रहा है। मिनिस्टर साहब यहां पर मौजद हैं और मैं उनका ध्यान इस की ओर खींचना चाहता हूं। आप रेलवे प्लेटफार्मस की बात को ही ले लीजिये। हर तीसरे साल प्लेटफार्म को उखाड़ कर नया बनाया जाता है। इसके लिए रुपया चाहे कहीं से भी आता हो लेकिन खर्च कर दिया जाता है। इसमें सिमेंट भी लगता है, लोहा भी लगता है। यह रुपया का वेस्टेज है, जिस पर ध्यान नहीं गया है।

श्री राजेन्द्र सिंह : इस तरह की कृपा रेलवे की आपके यहां है, मेरे यहां नहीं है।

श्री सिंहासन सिंह : आपके यहां की बात का क्या कहना। आपके यहां तो गाड़ी पर कोई टिकट ले कर चलता ही नहीं है। वहां के लोग तो कहते हैं कि गाड़ी अपने घर की है, इसमें सफर करने के लिए टिकिट क्या लेना।

श्री राजेन्द्र सिंह : बलिया बिहार की बात आप कर रहे हैं।

श्री सिंहासन सिंह : बलिया भी आपके पड़ोस में है। बिहार में मैं गया हूं। वहां पर फर्स्ट क्लास तक में कोई टिकिट नहीं लेता है। आपका कुछ असर हमारे बलिया में भी दृष्टिगोचर हो रहा है। जो रेलवे का विजिलेंस डिपार्टमेंट है वह बिहार में नहीं चलता है। टिकिट चैकिंग भी बिहार में नहीं होता है।

पंडित मुनीश्वर दत्त उपाध्याय (प्रतापगढ़): गोरखपुर में नहीं पहुंचता है ?

श्री सिंहासन सिंह : छपरा के किनारे हीतो गोरखपुर है । गाड़ी अगर वहां लूट ली जाती है तो दूसरी बात है । लेकिन बिहार की क्या हालत है यह मैं आपको बतलाना चाहता हूं । मैं एक बारात में गया । वहां पर स्टेशन पर गाड़ी रुक गई और इस वास्ते रुक गई कि किसी ने चैन पुल कर दी थी । जब पता चलाया तो पता लगा कि वहां पर कोई भी गाड़ी ऐसी नहीं होती है जिसकी चैन न खींच ली जाए । सभी गाड़ियों में चेन पुलिंग होता है । अब चेन पुलिंग के लिए आपने कानून बना रखा है कि ढ़ाई सौ रुपया जुर्माना होगा और तीन महीने की सजा होगी । लेकिन वहां पर इस कानून पर अमल नहीं होता है ।

खैर, मैं आडिटर जनरल के सुझाव का जिक्र कर रहा था । उन्होंने कहा कि हम कमर कसें और अपनी आमदनी में से कुछ बचा कर डिवेलेपमेंट के कामों में खर्च करें । उस चीज को नहीं माना गया । आप हर साल तीन करोड़ रुपया यात्रियों की सुविधा के लिए खर्च करते हैं । मैं जो सुविधायें दी जाती हैं, उनकी ओर माननीय मंत्री जी और रेलवे बोर्ड के सदस्यों का ध्यान खींचना चाहता हूं । जहां पर पहले कुछ सुविधायें यात्रियों को मिली हुई थीं वे भी अब खत्म कर दी गई हैं । फर्स्ट क्लास में कुछ महीने पहले यात्रियों के नहाने के लिए शावर लगे हुए थे, उनमें अब लकड़ी ठोक दी गई है । इसका नतीजा यह हुआ है कि शावर बाथ भी वहां नहीं है ।

श्री राजेन्द्र सिंह : आपकी कृपा है ।

श्री सिंहासन सिंह : किस की कृपा है और किस की नहीं है, इसको आप छोड़ दें । सभी की कृपा है ।

हम लोगों को फर्स्ट क्लास के पास मिले हुये हैं । मिनिस्टर लोग सैलून्स में चलते हैं और उनको पता नहीं कि थर्ड क्लास की क्या हालत है । मने देखा है कि थर्ड क्लास में पंखे तक हट गये हैं और उन पर सील लगा दी गई है । आप तीन करोड़ रुपया मंजूर करवाते हैं, क्या आपने कभी यह देखा है कि यह तीन करोड़ रुपया सही तौर पर व्यय होता है या नहीं होता है या केवल कागजों में ही व्यय हो जाता है । वह सही तरीके से व्यय हो और लोगों को सुविधा मिले । स्टेशनों पर पानी के घर बने हुये हैं, लेकिन अगर आप जाकर देखिये तो वहां पर पानी के घड़े नहीं हैं, वहां पर आदमी नहीं हैं । टैप के पानी के लिये पम्प लगे हुये हैं लेकिन उनके मुंह खुले हुये हैं । यों समझिये कि सिर्फ पम्प लगे हुये हैं, उनमें पानी नहीं है । लेकिन इसके बारे में कोई पूछने वाला नहीं है और ३ करोड़ रु० हर साल हम व्यय करते हैं जनता की सुविधा के लिये । पानी की ओर जनता दौड़ती है । अगर जाड़े में पानी न मिले तो परवाह नहीं, लेकिन गर्मियों में भी पानी नहीं मिलता है । मैं कहना चाहता हूं कि इस सुविधा की ओर भी ख्याल करना चाहिये ।

सभी लोग चाहते थे कि गाड़ियां बढ़ाई जायें, वे नहीं बढ़ीं, भीड़ ज्यों की त्यों चली आती है । एक दफा रेलवे मिनिस्टर साहब ने कहा था कि शार्ट डिस्टेंसेज के लिये हम छोटी छोटी गाड़ियां चलावेंगे, लेकिन वे चली नहीं ।

श्री शाहनवाज खां : काफी चल चुकी हैं ।

श्री सिंहासन सिंह : कहां चली हैं ? मैं जानता हूं कि एक गाड़ी चला करती थी आगरा से बरौनी तक । उसी को तोड़ कर आगरा से लखनऊ तक और लखनऊ से गोरखपुर तक कर दिया गया । तो आप देखें कि कागज पर ही गाड़ियां बढ़ी हो सकती हैं, लेकिन वास्तव में गाड़ियां बढ़ी नहीं हैं । अगर आप एक गाड़ी को ही तोड़ कर दो तीन गाड़ियां बना दें तो उससे कोई लाभ नहीं है और वह गाड़ियों का बढ़ना नहीं कहा जा सकता ।

अब आप दूसरी तरफ देखिये । आप किराये पर अपने मकान देते हैं, लेकिन वह किराये कभी भी कीमत की पूर्ति नहीं करते । हम पार्लियामेंट के मेम्बरान को भी मकान मिलते हैं, लेकिन जो किराया उनसे लिया जाता है उस के अन्दर पांच या छः बरस के अन्दर सारे फर्निचर के दाम निकल आते हैं । इसी तरह से गवर्नमेंट के और विभाग भी हैं जो कि किराया लेते हैं और उससे काफी हद तक दाम निकल आते हैं । लेकिन रेलवे में, जो कि गवर्नमेंट का ही एक विभाग है, ऐसा नहीं किया जाता है । रेलवे मकान बनवाती है, लेकिन उनका किराया इतना नहीं है कि उनका दाम निकल सके । ऐसा सिलसिला होना चाहिये कि किराया इस तरह से रक्खा जाय कि उसकी कास्ट भी किसी हद तक निक ल सके । और सरकारी महकमों में भी किराया लिया जाता है, शायद वह १० परसेंट है, और दिल्ली में शायद वह १५ परसेंट है । आखिर हम रेलवे एम्प्लायीज से भी क्यों नहीं उसी हिसाब से किराया लेते । जहां पर रेट ५० रु० का होता है वहां हम उनसे ८ रु० लेते हैं, फिर कहते हैं कि रेवेन्यज के लिये हम नहीं देंगे । मेरा विचार तो यह है कि रेलवे कमर्शल कंसर्न है । जब भी सवाल आता है कि रेलवे यूटिलिटी कंसर्न है या कमर्शल कंसर्न है, तो रेलवे कहती है कि हम कमर्शल प्वाइंट आफ यू से इसे देखते हैं और इसका ख्याल करते हैं कि फायदा होता है या नहीं । यहां पर आप ने ४ परसेंट से ४ १।४ परसेंट कर दिया, यह स्वागत हेतु बात है, लेकिन मैं रेलवे मंत्री से अनुरोध करूंगा । हम सोशलिस्ट पैटर्न के अनुसार सब चीजों को करीब करीब नैशनलाइज करेंगे । इस समय हमारी रेलवे की जो योजना है १४ या १५ अरब रु० की वह सन् १९६६ में २७ अरब होने जा रही है । लेकिन उस २७ अरब पर भी आपने कहा है कि मिलेगा ३ अरब ८६ करोड़ । हमको आज प्लैन्स के लिये रुपये की जरूरत है । रेलवे आज एक कमर्शल कंसर्न है, अगर वह आज प्लैन्स में हमारी मदद नहीं कर सकती तो कम से कम अपनी तो करे । अगर अपने डेवेलपमेंट फंड के लिये रुपया वह जेनरल रेवेन्यू से लेती है तो वह कहां तक दिया जा सकेगा ?

आडिटर जनरल की रिपोर्ट के ऊपर भी आपने कहा है कि जैसे आप करते थे वैसे ही करते रहेंगे और चलाते रहेंगे । मैं आडिटर जनरल के संबंध में जो लिखा है उसे भी बतलाना चाहता हूं :

> "The Committee are averse to the curtailment or limiting of expenditure on works met out of the Development Fund . . ."

कोई एक्स्पेन्डिचर कम करने नहीं जा रहे हैं । अब दूसरी ओर आप देखिये कि ज्यों ज्यों आपकी आमदनी बढ़ती जाती है, वैसे वैसे आप का खर्च भी बढ़ता जाता है । हम से एक फिटर कहा करता था कि काम करने वाला तो मैं अकेला हूं लेकिन मुझ पर निगरानी करने वाले कितने हैं इसका ठिकाना नहीं है । हम लाइन फिट करने जाते हैं, लेकिन यह कोई कार्य न करके सिर्फ हम पर निगरानी करने जाते हैं । फिटर के ऊपर सुपरवाइजर, ऐसिस्टेंट, इंजीनियर, पी० डब्ल्यू० आई० सभी होते हैं । जब कि यह सब निगरानी करने वाले हैं, काम करने वाला सिर्फ मेट होता है । सुपरवाइजरों की संख्या कम कर के अगर मेटों की संख्या बढ़ाई जाती तो काम ज्यादा होता । हम खर्च को टाइट करते तो ठीक था, हम चाहते भी थे कि कंवेन्शन कमेटी इस पर विचार करती, लेकिन कुछ मालूम नहीं हो रहा है । एन० एफ० रेलव के बारे में आप ने जरूर कहा कि यह स्ट्रैटजिक लाइन है इसलिये इस को चलना चाहिय । चले, मैं कंवेंशन कमेटी के विरुद्ध कुछ नहीं कहूंगा । हां, रेलवे मिनिस्टर साहब से एक बात कहना चाहता हूं कि वहां पर जो अफसर हैं वे एन० एफ० रेलवे में जाने से घबरा जाते हैं, इसलिये घबरा जाते हैं कि वहां का जलवायु खराब है, रहन सहन भी काफी

[श्री सिंहासन सिंह]

मंहगा है, सिवा नारंगी के सब चीजें महंगी हैं। इसलिये अफसर घबरा जाते हैं और कहत हैं कि इस रेलवे में आ कर पता नहीं वे निकल पायेंगे या नहीं । इसलिये उनका उत्साह भंग हो जाता है । एक रेलवे अफसर आये और कहने लगे कि यह गवर्नमेंट की पालिसी है कि पश्चिम वालों को दक्षिण और दक्षिण वालों को पश्चिम भेजा जाय ताकि लोगों में एकता बढ़े । इसलिये हमें देखना है कि वहां पर कुछ समय के लिये ही लोग जाया करें, हमेशा के लिये वहां न रक्खा जाये ।

रेलवे मंत्री (श्री जगजीवन राम) : तीन, चार वर्ष के लिये ही जाते हैं।

श्री सिंहासन सिंह : मंत्री महोदय कहते हैं कि तीन चार वर्ष के लिये जात हैं, लेकिन लोग समझते हैं कि हमेशा के लिय वे जायेंगे। बहरहाल यह अच्छी बात है और में उन लोगों को सहारा दूंगा ।

इन शब्दों के साथ मैं एक बार पुनः रेलवे मंत्री से कहना चाहता हूं कि यह कमर्शल डिपार्टमेंट है और देश का सब से बड़ा आमदनी का जरिया है, इसलिये जहां तक हो सके जेनरल रेवेन्यूज से न ले कर उस को देने की बात होनी चाहिये ताकि और विभाग भी पा सक ।

Pandit Munishwar Dutt Upadhyay: Sir, so far as the question that we are discussing is concerned, I think it depends on the angle from which we look at it. If we look at the railways from the viewpoint of commerce, of course, we have to see what profit is made out of it. In case we think that it is a utility service that we are providing to the people, we have to look at it from that point of view.

Regarding the items that are given here, there does not appear to be consistency so far as all of them are concerned. The first point raised by Shri V. P. Nayar was, he said that if any member of the committee wanted to give a sort of dissenting note, he could not do so.

Shri Braj Raj Singh: The principle is any member who wants to give a note of dissent should be allowed to do so.

Pandit Munishwar Dutt Upadhyay: He must be allowed. But what I say is, nobody was particular about giving a note of dissent.

Shri Braj Raj Singh: No, no.

Pandit Munishwar Dutt Upadhyay: Otherwise, how can anybody be prevented from giving a dissenting note if he wanted to? I think he must have reconciled himself to it.

Shri Rajendra Singh: Some members told me that they were not allowed to give a note of dissent, because that was the prevailing practice. It is not that nobody wanted to give a note of dissent.

Pandit Munishwar Dutt Upadhyay: Maybe it is a convention. Coming to the points raised in this report, this increase of 0·25 per cent. in the dividend to be paid by the railways to the general revenues is almost immaterial, because, a number of concessions have been allowed after this increase. In spite of this increase, if certain other considerations were also given I think the purpose would have been served. About this it was stated that it is something very big or great and what should have been done has not been done. I do not think that is right. If you really go into this matter the determining factor is the rate of interest. When some capital is invested on that a certain amount of interest has to be paid, and the interest here ranges from 5:8 per cent. to 6 per cent. But the dividend that has been allowed here is only 4¼ per cent. So, it does not cover even the amount of interest as was prevalent during those years.

As regards concessions you will find they are allowed on loss on strategic lines. For example, in the north east frontier railway some concession has been given. As a matter of fact, if the railways are to be looked upon from the utility point of view, these concessions should be allowed more and more. My hon. friend who was speaking before me was talking more of amenities to the passengers; he was talking of fares and other amenities to other people concerned with the railways. Of course, he was not talking of facilities to be given to the railway staff; he asked why rent is not charged here and so on. On this, his note was a little different.

If these amenities are to be taken into account then the railways must have sufficient funds. It is all a question of funds. Unless the railways have sufficient funds they could not provide all those amenities which we all demand. My friend just now made a number of complaints and they are correct to some extent; I have also noticed some of them. But they cannot be remedied unless the railways have enough funds. If the railways have to contribute a larger amount to the general revenues then their funds are sure to be decreased. There is no doubt that the railways used to earn a lot. And when they were earning a lot we could have demanded a bigger amount. Now, on account of the competition with the road traffic, the income of the railways has decreased considerably. So, they are not able to meet all the expenses, even what they have got to pay. On that ground they require some concession, and the Committee has allowed them that concession. I do not know what were the points raised in the committee; probably you, Sir, and other members are aware of them. It appears that the arguments that they have given are quite convincing. Under these circumstances, this concession should be given to them. Otherwise, the railway funds cannot bear the expenses and cannot come to the standard to which we want them to come.

As regards contribution to the depreciation reserve fund, they have considerably increased it. I think it requires to be increased considerably. There is no doubt that on account of expansion and increase in wages and prices of materials the amount so far allowed for depreciation would not be enough in any case. Therefore, the amount has been increased to Rs. 350 crores for the next five years. I think that is a reasonable amount.

I think the objection of the Auditor-General has some force and we cannot ignore that objection. They should have accepted it. They should not have allowed that increase of ¼ per cent in the dividend. Instead of payment of dividend they might have considered the temporary loans that the railways have to take from the general revenues.

Another point that is very much striking is that the outstanding liability of the development fund to the general revenues has been liquidated in an *ad hoc* manner. That is objectionable and I think that should not be allowed. Although there are certain liabilities, you say that those liabilities should be liquidated in an *ad hoc* manner without following any rule, regulation or principle and the whole amount should be written off. I think that is not a proper procedure.

Coming to the merger of passenger tax with the railway fares, I think the State Governments are likely to take objection to it, because the State Governments would get this amount in proportion to the increased traffic by which they will get more as traffic increases. Now by fixing this amount on an *ad hoc* basis at Rs. 12·50 crores you are injuring the interests of the State Governments and they might have objection, and in my opinion a reasonable objection too, to it.

Then it is stated that the cost of labour welfare work etc. should include a minimum allocation of Rs. 3 crores per annum for users' amenities as hitherto. That amount appears to

[Pandit Munishwar Dutt Uyadhyay]

me to be too small. My hon. friend, when he was talking about amenities, said that even at present most of the amenities are not available. If this amount remains at Rs. 3 crores, they will be still reduced. Of course, they have said this is the minimum. I do not know how far the maximum can go beyond this minimum. If it goes much beyond it, it might be adequate, because Rs. 3 crores is too little for this purpose when we consider that railways are a utility service. We require more and more amenities from the railways.

Under these circumstances, the fixation of the rate of dividend to be paid at 4·25 per cent is not much. It could be raised a little more. As regards the other points, the committee have considered those points and from the material I have looked into I feel that it is a reasonable report on the whole. If the passengers are to be given more and more amenities, railways must have funds and for that these provisions are necessary.

Shri Rajendra Singh: Mr. Chairman, Sir, the Report of the Railway Convention Committee is not only depressing but also, to my mind, it is full of confusions. I have been very much disappointed by the manner in which some of the members have looked at this report. The contention often advanced on the floor of the House is whether the railway undertaking is a utility service or a commercial service. The Government takes the position as it suits it or as is convenient to it from time to time. If the railway is to be considered a commercial organisation, naturally whatever goes by commercial organisations have to be taken in without any grudge and without any fuss. As you know, in this country fares and freights are the two principal items of earnings of the railways.

These two items are always controlled by the Government on considerations other than commercial with the result that there is a control on earning. If you want the Railways to pay you the dividend and pay to the States in so many directions, what is this?

Though it is not said in this report but from certain papers which were given to hon. Members who were there in the Committee it is apparent that every year approximately the Railways are losing Rs. 100 crores, or rather more than that. That is the approximate figure that I have calculated which it is losing on low-freighted articles. What are those low-freighted articles? They are principally coal, iron ore and foodgrains.

It is said that coal has to be carried on a basis which will promote industries in this country and it can be supplied to the consumer at a price which he can afford to pay. When this principle is laid down the commercial considerations are not there. On the one hand you are asking the Railways to lose its due freight and on the other you want that at the same time the Railways should pay dividend to the General Revenues. This is talking with two tongues. Either the Railways shall be a commercial organisation or they shall be a utility organisation. It cannot be half-bird and half-horse.

Mr. Chairman: It can be both.

Shri Rajendra Singh: In this diluted socialism you can have as many things as you like in one jar. But it does not work that way. What happens is that today when we say that the working class who are engaged in the operations of the Railways should be given remuneration commensurate with the prices that are prevailing in the country or commensurate with their duties and responsibilities in the Railways, you say that you do not have funds. When they demonstrate you fall on them with a heavy hand.

13.43 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

The same Railways are required to carry your iron ore, coal and foodgrains at a rate which is not even

enough to cover the cost incurred. Even to the P. & T. Department and the Defence Department you are giving concessions. If it is a commercial organisation, I do not understand why it should be made to pay for the P. & T. or for the Defence Departments. Can I understand a situation in which the Defence Department can go to any private enterprise and say, "We are Defence Department. Serve us or pay us on a certain concessional basis.?" I do not think even those capitalists who are paying for the existence of the Congress in this country would agree to it unless they get their due share of profit. They are neither going to give you the service nor will they give you the commodities which you require whether it is in the name of the P. & T. or in the name of Defence. But you are asking and you are doing it, you are rather forcing the Railways to give concessions which are not justified from a commercial angle. Yet, you want that the Railways should be a commercial organisation when it comes to paying some dividend to the General Revenues. At the same time, when you give concessions to the industry or to the consumer, to the P. & T. Department or to Defence Department and many other things, you say it is just a utility service.

It is claimed, many hon. Members have said that the rate of dividend payable to the General Revenues should have been higher. On the one hand, you are controlling the freight and fares and on the other you are giving concessions which are not required or which are not necessitated by commercial considerations and yet you say that the dividend that the Railways are paying or the contribution that is being made to the General Revenues is not enough. How can you have the cake and eat it too? Therefore I think that those hon. Members who feel that the Railways are not paying enough dividend are either misguided or are victims of confused thinking.

Shri Braj Raj Singh: Are you sure that your are not?

Shri Rajendra Singh: I am quite sure about my position and I want that you should also become honest to yourself. Some hon. Members have taken objection to the fact that there should not be a fixed amount payable to the States out of certain extra fares that the passengers have to pay. I do not understand how the States come into the picture. If the Railways are a commercial organisation or even if it is a utility organisation, where is the sense in paying any penny out of the proceeds of the Railways to the States?

Shri Braj Raj Singh: It is a constitutional provision.

Shri Rajendra Singh: I am talking of that. Even if there is a constitutional provision, to my mind it is against the very basic things that we are talking here in this House. If here is somehing wrong in the Constitution who is there to amend it or correct it? That has to be stated here. So I think that any farthing which is being allowed to go from the Railways to the States is not reasonable. In all humility I would submit to you that it would be wise if you want that the Railways should remain financially sound and an organisation capable of developing itself with the needs of the country, that all these fussy things are done away with.

Then there is a provision that on those new lines which have come up during the recent few years a moratorium may be put so that there may not be an immediate drain on the financial situation of those new lines. The provision is that after 5 or 6 years, if there is any surplus, they can pay back the dues. If the Railways could be considered a commercial organisation, any new lines the Railways have to put in, would be put in only on commercial considerations. But, in this country, during the last 10 years, each new line which has been put in has been put in on really considerations. Sometimes it is political consideration, sometimes it is strategic consideration, sometimes for economic considerations, for the development of industries and

[Shri Rajendra Singh]

like that. These are not commercial considerations from the Railway viewpoint. Naturally, when you have controlled freights and controlled fares, and at the same time, when you are sinking investments which are not from commercial considerations, whom do you want to pay for that? Naturally, the General finances have to pay and the Railways cannot be made to pay for that.

The question would arise whether I am opposed to the fact that the Railways should make any contribution to the General finances. So far as capital-at-charge is concerned, I concede that a reasonable interest is to be charged. It cannot be more than 3 per cent. To that extent, the Railways may be asked to contribute to the General finances, but, not more than that. Therefore, in my humble opinion, this 4 per cent or 4¼ per cent that the Railways would be made to pay to General finances will have its ultimate effect in adversely affecting the working classes in the Railways.

There is a view that the Railways do not observe economy in their operation, and there are so many lapses on the part of the Railways which agument their working expenses. That may be true. I do not deny it. But, for that, some methods should have been devised. I would be happy if something is devised. A Committee consisting of Members of this House could have gone into the problem and suggested how far economy could be brought into the operation of the Railways so that the expenditure could be cut down to the minimum. It is no use telling the House that the Railway expenditure is rising enormously. All economies should be made. We do not know where economy is to be effected. Therefore, I think that any accusation in this matter should be followed by constructive suggestions.

One Member, Shri Sinhasan Singh said that the Railways are not getting enough of return from the houses that the Railways have put up for the working classes and Class I officers. He has compared the situation with ourselves. We have to pay for the furniture also.

Shri Sinhasan Singh: I compared the other departments also.

Shri Rajendra Singh: Here, Railways are being discussed. If you are talking of something on this occasion, I am only talking about Railways.

Mr. Deputy-Speaker: Order, order. The hon. Member will continue to address the Chair.

Shri Rajendra Singh: Simply I was looking at him. In fact, I was addressing you, Sir. He says that Members of Parliament are made to pay for the furniture within 5 years and that the Railway workers have not been made to pay for the houses because the return from the houses is only up to 2 per cent or a little more than that. I do not know why my hon. friend Shri Sinhasan Singh is fighting with the poor railway workers. Rather he should have fought with these Ministers. The Ministers are getting Houses free, all furniture free, electricity free. He does not have the guts to fight with his own Ministers.

Shri Sinhasan Singh: I fight with them.

Shri Rajendra Singh: He has the temerity.....

Mr. Deputy-Speaker: Order, order. Why should that be said against an hon. Member? We are all equal here.

Shri Narasimhan (Krishnagiri): That is another kind of temerity.

Shri Rajendra Singh: Nobody is disrespected here as long as he is here.

Mr. Deputy-Speaker: Words also should be such as indicated that there is no disrespect meant.

Shri Rajendra Singh: I have always been guided by you. Whatever is your

suggestion, I wil carry out to the letter. If you want that I should not use that word, I will be happy not to use it. Any way, when a Member makes a point, he should see that he does not outrage the feelings of others.

Even in the Company days,—I am not talking of the present—when the Companies had been operating the Railways entirely on the profit motive or on that principle, they did not charge from the employees rent for the houses. These house investments were done in a manner so that the whole thing was lumped together. Today you say, for houses what return, for latrines what return, for urinals what return. This does not help.

Mr. Deputy-Speaker: We agree that urinals and latrines cannot have separate accounts.

Shri Sinhasan Singh: He has.

Shri Rajendra Singh: Much has been said about passenger amenities. I know that Members have their eye on their electorate. Everybody should have. There should not be any grudge. I do not grudge it. On the one hand, it says more money should be paid to the General revenues as though everybody has here become a Morarji Desai. In fact, I consider this report not as a report of the Parliament or your report—I am not making any reflection.....

Mr. Deputy-Speaker: He does not make it; but everything has to be diverted to me.

Shri Rajendra Singh: I am making no reflection against any Member who had been there.

Mr. Deputy-Speaker: Against their collective wisdom.

Shri Rajendra Singh: Against their collective wisdom. I had been submitting that this report is something more like to the dictation or wishes of the Finance Minister himself. The cumulative effect of all these suggestions is that the working classes in the Railways shall not be able to get their due salaries and remuneration for which they had been crying so much, because there would not be enough earnings with the Railways to give them. Naturally, the Railways will deny, there will be cry, there will be restlessness, there will be bad blood and all these things. The stability and peace that we want in this country shall be always not easy to find.

My suggestion is that only the minimum should be charged on the capital-at-charge, which shall not be; according to my calculation more than 3 per cent. There should not be any penny given to the State. Rather the Railways should be responsible for managing their own finances.

14 hrs.

Mr. Deputy-Speaker: Penny there would not be; there might be naya paisa.

Shri Rajendra Singh: May be, Sir, but I am talking in English. There is no naya paisa in English.

Shri Braj Raj Singh: Naya paisa is in English only.

Shri Rajendra Singh: That is not in England, it is in India. I am talking in the English language.

Shri Braj Raj Singh: Are you talking in England?

Shri Rajendra Singh: I am talking in English.

Mr. Deputy-Speaker: That is all right. He might continue to talk as he likes.

Shri Rajendra Singh: Some times he is irrepressible, Sir.

Mr. Deputy-Speaker: I have similar complaints against other Members also.

Shri Rajendra Singh: As I have told you, in no country is the railway making any profit. In America, all the railways are managed by private companies, and there, because of the roads coming up, because of several modes of transport coming up, and because of many other factors, the railways, in spite of the best service that they are giving to their people, are not making enough of earnings even to cover the cost of their operations. But somehow or other the Government of that country is trying to make good the loss. Similar is the situation in England. It is no longer a private undertaking there. Now it is a public undertaking. So is the case in France and Belgium.

I do not have time, otherwise I can reply to the contention of Shri Sinhasan Singh who said that in Soviet Russia there were no direct taxes, and that all the earnings there were out of the services and the goods that were manufactured or given by the Government. But he does not know that even in Soviet Russia the freights and fares are higher than what we are charging in our own country. I do not know about Japan, possibly the situation might be a little different there, but compared to every other country our fares and freights are much lower; they have not kept pace with the rise in prices.

So, considered from all these angles, I find that the committee has made a mistake to the disadvantage of railway finance and much to the detriment of the working class, and to that extent I disapprove of it.

श्री ब्रजराज सिंह : उपाध्यक्ष महोदय, अपने परम मित्र श्री राजेन्द्र सिंह के भाषण को सुनने के बाद मैं सोचता हूं कि क्या कहा जाए। १९५४ की कमेटी ने अपनी रिपोर्ट के पैरा ३७ में एक रिकोमेंडेशन की थी, एक राय जाहिर की थी और उस राय को मैं अपने मित्र श्री राजेन्द्र सिंह के लाभ के लिए पढ़ देता हूं। उसने उस में कहा था:—

"37. The Committee also considered the suggestion whether preparatory to the next quinquennial revision of the Convention, a general examination of the economic working of the Railways should be undertaken by an *ad hoc* Committee to be set up by the Railway Board or any other agency. The Committee were assured that a close watch over the trends of earnings and expenditure of the Railways was continuously kept and the appointment of a separate *ad hoc* Committee was no necessaryt"

मैं यह उद्धरण दे कर केवल यह जाहिर करना चाहता हूं कि केवल यही कमेटी नहीं, सम्भवत: इस के पहले १९५४ की कमेटी ने भी यह राय जाहिर की थी कि रेलों का जो परिचालन का व्यय है, जो वर्किंग एक्सपेंसिस हैं, उन से जो आय के साधन हैं, उन से क्या ठीक ठीक फायदा रेलवे उठा रही है, इस सब क थारो एग्जेमिनेशन होना चाहिये । पूरी तरह से इसकी जांच पड़ताल होनी चाहिय । इस पैरा का जो मैंने उद्धरण दिया है उस से पता चलता है कि रेलव बोर्ड ने और रेलवे ने इस बात को रिजिस्ट किया है। वह नहीं चाहते हैं कि कोई इस तरह का एग्जेमिनेशन हो, कोई इस तरह का अध्ययन हो जिस से पता चले कि उनका क्या परिचालन व्यय है, क्या उनकी आय है। इसलिए उ होंने कह दिया है कि इस बात की जांच पड़ताल होती रहती है। मुझे अफसोस है कि इस तरह का कोई अध्ययन रेलवे बोर्ड के अलावा इस सदन की किसी कमेटी को करने को नहीं मिला। इसलिए उन दलीलों का जवाब देने के लिए जो मेरे मित्र श्री राजेन्द्र सिंह ने अभी सदन के सामने रखी हैं, पहली बात तो मैं यह कहूंगा कि अब समय आ गया है जब

सन् १९५४ की रेलवे कनवैंशन कमेटी की रिपोर्ट के पैरा ३७ में जो सुझाव दिया गया है, उसका स्वागत किया जाए और रेलवे बोर्ड नहीं बल्कि यह सदन कोई इस तरह की कमेटी मुकर्रर करे जो यह देखे कि रेलों का व्यय क्या है, आय किस प्रकार हो रही है और क्या उस के परिचालन व्यय में कोई कमी की जा सकती है या नहीं की जा सकती है ।

उपाध्यक्ष महोदय, मैं यह बात बड़ी गम्भीरता के साथ कह रहा हूं । मैं इस में नहीं जाना चाहता कि रेलवे युटिलिटी सर्विस है या कमर्शियल सर्विस है । हम आज जिस समय में से गुजर रहे हैं, उस में हम काफी लेट हो चुके हैं। मैं समझता हूं कि इस तरह की बात को उठाना आज उचित नहीं है । हिन्दुस्तान में आज अधिकाधिक राष्ट्रीय उद्योग चल रहे हैं और वे उद्योग सरकार द्वारा चलाये जा रहे हैं, पब्लिक सैक्टर में चल रहे हैं और ऐसी सूरत में यह कहना कि रेलवे युटिलिटी कनसर्न है, मैं समझता हूं ऐसी दलील है जिसका स्वागत करने के लिये कोई तैयार नहीं होगा। मैं समझता हूं कि जो रलों का परिचालन व्यय है, वर्किंग एक्सपेंसिस हैं, आपरेशनल कास्ट्स हैं, उनकी आज आवश्यक जांच होनी चाहिये और अगर ऐसा किया गया तो मुझे विश्वास है कि सवा चार परसैंट के बजाय रेलें निश्चित रूप से साढ़े चार प्रतिशत या पांच प्रतिशत तक जनरल रेवेन्यूज को देने की स्थिति में होंगी । इस प्रकार की जांच रेलवे बोर्ड के प्रभाव से रहित एक समिति द्वारा की जानी चाहिये । मैं इस दलील को खत्म नहीं मानता हूं कि रेलवे से जनरल रेवेन्यज को डिविडड नहीं मिलना चाहिये। अगर इस को माना जाए तो मुल्क की जो सरकार है वह कैसे चल सकती है ? आज पैसा कहां से आता है ? आज पैसा जनता से आता है और जनता के भी उस वर्ग से जो गरीब है, जिस के पास खाने पीने के लिये कुछ नहीं है । उस से हम टैक्स वसूल करते हैं । जब इन टैक्सों की बात को हम सोचेंगे तो यह सवाल नहीं उठेगा कि रेलवे के फाइनेंसिस से जनरल रेवेन्यज को कोई डिविडेंड नहीं दिया जाना चाहिये और इसका वे माननीय सदस्य जो विरोध करते हैं, विरोध नहीं करेंगे . .

Shri Rajendra Singh: What about the freights and fares? Are they to be controlled by you or left to the railways?

Shri Braj Raj Singh: Everything is to be controlled by us because it is our undertaking.

यहां पर फ्रेट एंड फेयर्स की बात कही गई है । जब हम इसकी बात करते हैं तो हमें यह भी देखना होगा कि रेलों की रक्षा के लिये जनरल फाइनेंसिस की ही तरफ से कभी कभी इस तरह के टैक्स लगाये जाते हैं जो रोड ट्रेफिक पर असर डालते हैं और रेलों की मदद करते हैं ।

यह दलील देना कि चूंकि पांच गुना कीमतें हो गई हैं या दो-गुना कीमतें हो गई हैं, इसलिये रेलवे फ्रेट और फेयर्स भी दुगने या पांच गुने हो जाने चाहियें, कतई उचित नहीं है । रेलवे नैशनलाइज्ड अंडरटेकिंग है, ऐसा अंडरटेकिंग है जिसको कि सरकार चला रही है, और उस संदर्भ में यह कहना कि फेयर्स कंट्रोल नहीं होने चाहियें, उनका किसी से कम्पीटीशन होना चाहिये, उचित नहीं है । कम्पीटीशन आप किन के साथ चाहते हैं ? यह एक मौनोपोली ट्रेड है, सरकार इसको कंट्रोल करती है और इस लिये कम्पीटीशन का सवाल ही पैदा नहीं होता है । इसलिये जो फेयर्स और फ्रेट रेट्स हैं, वे कंट्रोल्ड रहने चाहियें ।

तो पहली बात जो मैं कहना चाहता हूं यह है कि जो परिचालन व्यय है, उसकी जांच होनी चाहिये । जो रेलवे कनवशन कमेटी

[श्री ब्रजराज सिंह]

बनी थी, संभवत: यह चीज उसके अधिकार-क्षेत्र में नहीं आती थी, शायद कमेटी के माननीय सदस्यों ने सोचा हो कि जो उनके टर्म्स आफ रेफेंस हैं, उनके अन्तर्गत उनको अधिकार नहीं है कि वे इन चीजों की जांच कर सकें, इसलिये उन्होंने ऐसा नहीं किया है। अब मैं चाहता हूं कि इस सदन की एक कमेटी मुकर्रर होनी चाहिये जो देखे कि जो रेलों का परिचालन व्यय है वह उचित है या नहीं है और कहीं ऐसा तो नहीं है कि चूंकि यह एक मोनोपोली कनसर्न है, इस वास्ते इसमें जैसा चाहो, खर्च करते जाओ, वाली नीति चल रही है। जब से हम आजाद हुये हैं तब से दसियों बार यह कहते आ रहे हैं कि आज की पृष्ठभूमि में क्या यह जरूरी है कि रेलवे के जो अफसर हैं, वे सेलून्स में चलें और उनके लिये तीन तीन डिब्बों के बराबर की एक सैलून चलाई जाये। ऐसी बातों के होने पर भी कहा जाता है कि रेलवे का परिचालन व्यय बहुत कम है या उसकी जांच पड़ताल की कोई जरूरत नहीं है। यह सवाल नहीं है जांच पड़ताल में कोई विशेष खर्चा हो जायेगा या उसके फलस्वरूप कोई बहुत बड़ी बचत हो जायेगी और हो सकता है कि हो भी जाये लेकिन जिस तरह से रेलों को चलाया जा रहा है, वह तरीका ऐसा है जिसमें शायद रेलवे बोर्ड के लोग, रेलवे मिनिस्ट्री के लोग यह समझते हैं कि यह उनका क्लोज्ड प्रिजर्व है, उनकी मोनोपोली है इसलिये इसमें किसी को कोई अधिकार नहीं रहना चाहिये दखल देने का। मैं कहना चाहता हूं कि इस तरीके को हमें बदलने की जरूरत है। हम जब इस मुल्क में डिमाक्रेसी चला रहे हैं और समाजवाद की बात कर रहे हैं, तब इस में रेलवे मिनिस्ट्री को कोई ऐतराज नहीं होना चाहिये, अगर इस सदन में यह भावना व्यक्त की जाती है कि एक कमेटी इसकी जांच पड़ताल करे, और उनको इस जांच पड़ताल के लिये रजामन्द होना चाहिये। मैं चाहूंगा कि रेलवे मंत्री महोदय इस पर विचार करें और अपने जवाब में अपनी प्रतिक्रिया बतायें कि वे इस तरह की जांच पड़ताल के लिये तैयार हैं या नहीं। मैं जानता हूं कि जब रेलवे बोर्ड से इस बात पर राय ली जायेगी तो वह कहेगा कि हम तो इस तरह की बात करते ही हैं। कमेटी ने इस प्रश्न को उठाया भी था कि इस तरह की जांच पड़ताल होनी चाहिये, लेकिन वह कहते हैं कि यह तो दिन प्रति दिन होता ही रहता है, इसलिये कोई बाहर का आदमी इसमें दखल न दे। मैं समझता हूं कि समय आ गया है कि जब इस तरह का दखल दिया जाना चाहिय।

आपरेशनल कास्ट ऐंड वर्किंग एक्स्पेंडिचर की जब बात आयेगी और कभी यह सुझाव दिया जायेगा कि रेलवे के बड़े बड़े आफिसर्स की तन्ख्वाहें कुछ कम की जायें तो रेलवे मंत्री की तरफ से यह बात कह दी जायेगी कि हमारे समाजवाद का मंशा यह है कि नीचे के आदमी को ऊपर ले जाया जाय, ऊपर के आदमी को नीचे लाना ठीक नहीं है। मैं कहना चाहता हूं कि जब तक हम ऊपर के आदमियों को थोड़ा सा नीचे लाने की कोशिश नहीं करेंगे तब तक हम देश में जिस समानता की बात कहते हैं, वह नहीं लाई जा सकेगी। आपरेशनल कास्ट के बारे में जो बड़ी बात है वह यह है कि यहां पर कितने ही स्टेशन हैं जिन पर कि रेलवे पार्ट्स की चोरी होती है, रेलवे फ्यूएल की चोरी होती है। एक एक स्टेशन से एक एक हजार मन कोयला रोज चोरी हो रहा है, लेकिन हमारा रेलवे मंत्रालय इसके लिये कुछ नहीं कर रहा है।

एक माननीय सदस्य : यू० पी० में होती है।

श्री ब्रजराज सिंह : यू० पी० में होती है, बिहार में होती है, हर जगह होती है, लेकिन मैं तो एक ऐवरेज बात बतलाना चाहता हूं। जो कारखाने वाले आप के जरिये कोयला मंगवाते हैं, उन्हें कोयले की सुरक्षा का विश्वास नहीं है। उनको इस का इत्मीनान नहीं है कि

उनका पूरा कोयला पहुंच सकेगा या नहीं, हर एक डब्बे से बीस, बीस और पच्चीस पच्चीस मन कोयला चोरी होता है, लेकिन इसके लिये रेलवे मंत्रालय कुछ नहीं करता है। क्यों नहीं करता ? क्योंकि उसकी मोनोपोली है। मेरा विश्वास है कि यदि कोयले की चोरी रोकी जा सके तो रेलवे द्वारा कई करोड़ रु० हिन्दुस्तान में बचाया जा सकता है, और उससे जो ४ ½ परसेंट तक की बात कही गई है, और ४ परसेंट और ४ ½ परसेंट में सिर्फ १३ करोड़ रुपये का फर्क पड़ेगा पांच साल के दर्म्यान में, उसे आसानी से ४ ½ प्रतिशत किया जा सकता है या शायद ५ प्रतिशत तक किया जा सकता है, लेकिन आप इसके लिये तैयार नहीं हैं। रेलवे मंत्रालय इसके लिये तैयार नहीं है। एक स्टेशन है, जैसा कि मुझे मालूम हुआ, वहां पर एक रेलवे के अधिकारी पहुंचे जो कि नहीं चाहते थे कि चोरी हो। उन अधिकारी को सिर्फ एक महीने के अन्दर वहां से भेज दिया गया। इस तरह से लगातार चोरी होती है, और १,००० मन से कम कोयला चोरी नहीं होता है। मुझे दूसरी जगहों के बारे में भी मालूम है। लेकिन मैं पूछना चाहता हूं कि आखिर आप जेनरल रेवेन्यूज में देने से क्यों इन्कार करते हैं ?

श्री शाहनवाज खां : जरा उस जगह का नाम बतला दीजिये।

श्री ब्रजराज सिंह : उस जगह का नाम टूंडला है। वहां का एक अधिकारी नहीं चाहता कि चोरी हो।

उपाध्यक्ष महोदय : यह बात मुनासिब नहीं है। मेम्बर साहबान की तरफ से जो कुछ कहा जायेगा उस के मुताबिक असर होगा। रेलवे मंत्रालय के किसी अफसर के पास उस के बखिलाफ कोई चीजें मौजूद हैं या नहीं, मुझे नहीं मालूम, लेकिन यह कह देना कि सिर्फ इस बात पर हटाया गया .....

श्री ब्रजराज सिंह : उस आदमी का नाम नहीं लिया जा रहा है, मैं स्टेशन का नाम भी नहीं लेना चाहता था लेकिन चूंकि माननीय मंत्री चाहते हैं, इसलिये नाम ले रहा हूं।

Mr. Deputy-Speaker: No hon. Member should demonstrate that he is irrepressible.

Shri Rajendra Singh: That is his special monopoly.

श्री ब्रजराज सिंह : मैं तो कहना नहीं चाहता था, म तो केवल आपरेशनल कास्ट की बात कहते हुए उदाहरण देरहा था। माननीय मंत्री जी चाहते हैं, इस लिये नाम देना पड़ा। मुझे मालूम है कि दूसरे स्टेशन हैं जहां पर इस तरह से होता है। मेरा विश्वास है कि अगर आप इसे रोक सकें तो आप की बहुत बचत हो सकती है, लेकिन आशा नहीं क्योंकि बिना जाने बूझे श्री शाहनवाज खां कह देंगे कि यह बिल्कुल गलत है। यह जो ऐटीट्यूड है कि जो बात कही जाती है उसे कह दिया जाता है कि वह गलत है, वह ठीक नहीं है। मैं कोई रेलवे का दुश्मन नहीं हूं, मैं चाहता हूं कि रेलें अच्छी तरह चलें। आप समझते हैं कि जो कुछ मैं कहता हूं वह गलत कहता हूं। लेकिन कम से कम इस की जांच पड़ताल तो कीजिये, आप, और अगर आप नहीं करना चाहते हैं तो जो सुझाव मैं दे रहा हूं उस को मान लिया जाय कि एक कमेटी मुकर्रर की जाय जो कि आपरेशनल कास्ट की जांच पड़ताल करे और अपनी रिपोर्ट दे कि बचत हो सकती है या नहीं। मेरा विश्वास है कि अगर ऐसा किया जाय तो ४ ½ परसेंट ही नहीं, ४ ½ परसेन्ट और ५ परसेन्ट तक दिया जा सकता है।

अभी मेरे मित्र श्री राजेन्द्र सिंह ने कहा कि इंटेरेस्ट ३ परसेन्ट बढ़ाना चाहिये। मुझे अफसोस है कि उन्हों न इस कमेटी की रिपोर्ट में जो जिक्र किया गया है कि ब्याज का जो एरेज रेट है वह ३.५८ प्रतिशत है, शायद उसे नहीं देखा। जो एवरेज रेट है वह उस से भी कम ३ परसेन्ट देने जा रहे हैं। फिर इसी

[श्री अजराज सिंह]

दर्भ में जो १४० करोड़ रुपये के करीब रेलवे को हिन्दुस्तान सरकार के जरिये अमरीका से कर्ज मिला है उस के ऊपर हम जो ६५ १/२ परसेन्ट तक ब्याज रहे हैं, उस का सवाल नहीं उठाते । ६५ १/२ परसेन्ट तक जो इंटरेस्ट देना पड़ रहा है एक विदेशी सरकार को वहां इस का कोई प्रश्न नहीं उठता है, तो यह कहना कि ३ परसेन्ट की बात होनी चाहिय, यह उचित नहीं है ।

इसी संदर्भ में मैं एक बात और निवेदन करूंगा । मेरे इस विरोध से कहीं यह न समझ लिया जाय कि हिन्दुस्तान की रेलों पर काम करने वाले जो वर्कर हैं, जो श्रम करने वाले लोग हैं, मैं किसी तरह से उन को सुविधायें देने के विरुद्ध हूं । ऐसी बात नहीं है । मैं चाहता हूं कि उन को सुविधायें दी जायें और मेरा विश्वास है कि जो सुविधायें देने की बात पे कमीशन ने कही है, उतनी सुविधाय दे कर भी अगर रेलवे के वर्किंग एक्सपेंसेज को कम किया जा सके, जैसा कि किया जा सकता है, है, तो इस में दिक्कत नहीं आयेगी। इस ढंग से इतना रुपया हम दे सकेंग ।

दूसरी बातें भी इस रिपोर्ट में कही गई हैं, मैं नहीं समझता कि मेरे पास इतना वक्त है कि मैं उन सूबों में जा सकंगा, लेकिन एक बात जरूर कहना चाहता हूं कि हम कोयले या गल्ले या स्टील अथवा उद्योग के लिये जो चीजें ले जाते हैं, उन में गवर्नमेंट कंसेशनल रेट देती है, यह सारे मुल्क की भलाई के लिये है, इस में रेलवे के नुकसान या भलाई की बात नहीं है, इसलिये इस में कोई विरोध की बात नहीं हो सकती । मैं इस का स्वागत करता! और इस में किसी परिवर्तन की आवश्यकता महसूस नहीं करता ।

अन्त में एक बात कह कर मैं समाप्त कर दूंगा और वह है रेलवे पैसेंजर फेअर टैक्स की । इस में कहा गया है कि साढ़े १२ करोड़ रु० प्रति वर्ष के हिसाब से ऐड हाक दे दिया जायेगा जो पैसन्जर फेअर आयेगा उस में से । लेकिन जो सन् १९५९ के आंकड़े इस कमेटी ने अपनी रिपोर्ट में दिये हैं, उन में कहा गया है कि १२.७७ करोड़ रु० इस टैक्स से उन्हें मिले और जो तीसरी पंच वर्षीय योजना के आंकड़े दिये गये हैं, उस से ज्यादा मिलने की उम्मीद है पैसेन्जर फेअर से । उस से यह मालूम होता है कि जो अन्दाजा रेलवे बोर्ड ने दिया है कि ७० करोड़ रुपये रेलवे पैसेन्जर फेअर से मिलेगा, उस से कहीं ज्यादा मिलेगा । मेरा अपना अन्दाजा है कि यह रकम ७५ से ८० करोड़ रुपये के बीच होनी चाहिये । मैं समझता हूं कि यह सदन और रेलवे मंत्रालय इस बात को मान ले और सदन सिफारिश करे कि साढ़े १२ करोड़ रु० के बजाय यह रकम १५ करोड़ रु० की होनी चाहिये । तभी राज्यों के साथ कुछ न्याय हो सकेगा । मैं इस दलील में कोई ताकत नहीं समझता जिस में यह कहा जाता है कि इस प्रकार का कोई विधान नहीं है कि रेलवे पैसेन्जर फेअर पर कोई टैक्स लगा कर राज्यों को दिया जा सकता है । यह बिल्कुल एक्साइज की तरह है । जैसे दूसरी चीजों पर कर लगता है वैसे ही यह भी एक एक्साइज है और विभिन्न राज्य सही तरीके से यह उम्मीद कर सकते हैं कि इस प्रकार का जो टैक्स लगे उसपर उन का हिस्सा मिले । लेकिन मुझे लगता है कि इस में भी रेलवे मंत्रालय ने कमेटी को इस बात के लिये राजी कर के केवल १२ १।२ करोड़ रुपये प्रति वर्ष के हिसाब से दे कर रुपया बचाने की कोशिश की है । उस ने बचाने की कोशिश की हो या नहीं मैं नहीं कहता कि रेलवे मंत्रालय हिन्दुस्तान की सरकार से कोई अलग चीज है, लेकिन मैं यह बात इस लिये कह रहा हूं कि रेलवे मंत्रालय सिर्फ अपने प्रिजर्व में से, अपनी चीज के द्वारा हमें अधिक से अधिक सुविधायें दे कर अगर यह जाहिर

करता है कि इस समय हम बहुत ही डवलप्ड स्टेज में लोगों की भलाई की बात करना चाहते तो मैं कह सकता हूं कि सारे देश के जो दूसरे क्षेत्र हैं उन की ओर कोई ध्यान नहीं दिया जा रहा है। इसलिये उस सम्बन्ध में मैं निवेदन करूंगा कि साढ़े १२ करोड़ के बजाय १५ करोड़ की बात चलनी चाहिये। हो सकता है कि रेलवे मंत्री जी यह जवाब दें कि जो कुछ आप कह रहे हैं वह हम नहीं कर सकते क्योंकि जो आंकड़े हमारे सामने तीसरी पंचवर्षीय योजना के हैं उन के अनुसार इतना रुपया देने के बाद हम डेफिसिट में आ जायेंगे और हमें कर्जा लेना पड़ेगा। लेकिन जो बात मैं ने पहले कही है उस को मैं फिर दुहराना चाहता हूं कि यदि आप कमेटी बनाने के लिये तैयार हों और निष्पक्ष रूप से रेलवे की आमदनी और खर्च की समीक्षा करा लें तो आपको इतना रुपया मिल जायेगा कि आप उस से इसे भी पूरा कर सकते हैं और साढ़े चार परसेंट डिवीडेंड भी दे सकते हैं और फिर भी आप को डिफिसिट नहीं होगा।

Shri D. C. Sharma (Gurdaspur): I am one of those persons whose signatures are appended to the Railway Convention Committee's Report. I am also one of those who had the honour to work under your leadership when the deliberations connected with this Committee were held. After listening to the debate on the Report of this Committe on the floor of the House, I have asked myself: 'Am I sorry that I did not append a Minute of Dissent to this Report? Do I want to make any change here and there? Have I been remiss in my duty in not amending this part of the Report or that part of it?' After asking myself these questions, I can give one answer with a very clear conscience and with as much emphasis as I am capable of, taking into account the good of my country and that of the railways, that this Railway Convention Committe Report (1960) is one of the best documents produced.

Shri Rajendra Singh: Is it the Congress conscience speaking?

Mr. Deputy-Speaker: Order, order. I find Shri Naushir Bharucha withdrawing from the House on these observations being made.

Shri D. C. Sharma: I as a Member of the Committee am proud that I have been one of the signatories to the Report. If anybody finds fault with it here and there, I can understand why he does so. He does so because he looks at the problem not from that comprehensive angle from which the Railway Convention Committee has looked at it.

To understand railway finances, one has to see that it is a very complicated structure. It is an intricate network of checks and balances. It is like a jig-saw puzzle.

Shri Harish Chandra Mathur (Pali): You got into that puzzle.

Shri D. C. Sharma: I got out of that puzzle. You get into puzzles from which you cannot get out.

Mr. Deputy-Speaker: I do not know whether the record would show that this was addressed to Shri Harish Chandra Mathur or it might appear that this puzzle was addressed to me.

Shri D. C. Sharma: I was submitting very respectfully that one has to look at railway finances as a whole as one undivided whole in order to understand the recommendations which have been made by the Committee.

Our railways are a historical factor. They are as much a part of our history as anything else. And when we deal with history, I think we cannot deal with it in a light-hearted manner. There are some persons who say that the railways should be a commercial concern; there are others who are of the view that the railways should be a concern of some other kind. I believe that it is very difficult to change the character of the

[Shri D. C. Sharma]

railways as they exist today. If you do so, you do so at your own peril and at great loss not only to railways but also to the good of the country.

There are some persons who have asked: what is happening in UK, in France and in Belgium? Let me tell them that in the UK, the railways are showing recurring losses. In France, they are showing net deficits. In Belgium also, they are depending upon Government money for keeping themselves going. If these countries which have had greater experience in running the railways have not been able to make their railways going concerns, I think India should feel proud that our railways are not running at a loss but are able to pay some dividend to the general revenues. I think that is something of which we should all be proud. It should also be understood that they are going to pay a dividend of 4·25 per cent after giving concessional rates to the P & T, Defence and and other departments. They are going to pay the dividend fixed after carrying some of the essential things for our industrial development at concessional rates. They are able to do so after paying Rs. 12 crores a year to the State Governments by way of passenger fare tax.

I think when one takes into account all these things, one feels that our railways, in spite of their faults, in spite of the drawbacks that they may have, are in very good health and that instead of being a drain on the national exchequer they are bringing something to the general revenues. I do not say that our railways are going to be the goose that lays the golden eggs. I do not say that our railways are like that, but still I say that our railways are able to do something in this matter.

People talk of the railways in terms of profits. You can get profit from any concern. There is a simple rule for it. You get more than you spend, make the consumer pay much more than you have invested in the supply of the consumer goods. Then you get as much profit as you can. After getting that, you can try to do whatever you like. But I would say, taking into account the economics of our country, the *per capita* income of our country, and the general economic climate in our country, the railways do not charge as heavy fares and freight as are done by railways in other countries. If they do that, surely they will make money, they will get more profits and perhaps you will get a dividend of 5 per cent or 5½ per cent. But that will dislocate the whole economic life of our country. Therefore, I would say that the economic life of our country demands that the railways should go on in the way in which they are going. Why? Because, the railways represent cautious and sound finance. I believe, Sir, that it is much better that we should have this kind of caution when we deal with the finances of the railways of our country than to have reformist tendencies operating in this field. Reform is sometimes very good. Last time we were getting only 4 per cent; this time we are getting 4·25 per cent. But if reforms are carried out at break-neck speed. I think the railways may have some kind of financial disaster.

As I said, the Railway Convention Committee had a very difficult task. The difficulty was this. In the first place it had to pay some money to the general finance; in the second place it had to think of the depreciation fund; in the third place it had to think of the development fund; in the fourth place it had to think in terms of fares and freights. All these things had to be adjusted in such a way so as not to create disclocation anywhere. I believe that in this kind of adjustment of the various factors, the Railway Convention Committee has succeeded admirably.

Of course, I would make one suggestion. It is not by way of criticism. My suggestion is this that the amortisation fund should be taken in hand. In the year 1954 it was left in this

very state of indecision and this time also we have not been able to decide it. But I feel that something should be done to get this going. Otherwise, I think our loans will cause us a great deal of trouble in the days to come.

I do not want to make any suggestions so far as the working of the railways are concerned, because this is not the time to do that. I think the operational efficiency of the railways is always under scrutiny by the Railway Board and by the Railway Minister. I do not want to say anything so far as ticketless travelling is concerned, because ticketless travelling is not only an economic problem but also a social problem and I think the Railway Ministry is well seized of this problem. I do not want to speak about pilfering that goes on and all that kind of thing. We put questions on the floor of the House and the Minister gives very candid replies. He has never kept these things secret from us. While I do not want any ticketless travelling, while I do not want any pilfering of goods, while I do not want any other kind of anti-social activities, I believe that these are problems with which the Railway Convention Committee was not concerned. These problems are are not problems within the purview of the Railway Convention Committee. Therefore, within the terms of reference, within the framework which was given to the Railway Convention Committee, it has solved a very, very difficult problem. I believe that this problem was not only a financial problem, but a development problem, a social problem and so many kinds of problems put together.

I again pay my tribute to the Chairman of this Committee—I am sorry he is in the House—for producing a report which will do good to the railways, do good to the general revenues, do good to the developmental needs of the railways as also provide some money for passenger amenities.

Shri Narasimhan: Mr. Deputy-Speaker, Mr. Bharucha who initiated the debate representing the opposite point of view said that from a reading of the Convention Committee's report, it struck him as if the railways had all along been winning. Another hon. Member said that it was the general finance that was having the best of it and that the Railways should have taken a firmer stand.

Mr. Deputy-Speaker: Rather he said it was the result of dictation of finance.

Shri Narasimhan: He went to that extent. I wanted to put his case somewhat mildly, so that he may not say that I have over-stated the case.

So, two different views were taken: one view was that the railways had the best of it; the other view was that the general finances had the most of it. I for my part would say that since both the views were well represented in the committee by very eminent spokesmen of the respective views there was fair play and the better side won. Whatever report has come, whether it may be judged as the winning of this side or that side, we may as well say that the better side won and we should not have any grouse about it.

For the two Convention periods the interest payable on capital-at-charge remained at 4 per cent. About the railways themselves there are two views held. One view holds that they should be treated as a utilitarian concern; another view says that they should be treated as a commercial enterprise. Just as there are two sides to a question, for each view there are two sides. Even if you take them as a wholly utilitarian service, we have to give the necessary debit for the opposite view within that framework. If they are expected to function as a commercial undertaking, you can not altogether ignore the utilitarian service rendered by it. So, it is very difficult to arrive at a compromise. Naturally with all the facts made

[Shri Narasimhan]

available to them, I presume the Convention Committee went into all aspects of the question and arrived at a compromise. As is the case with all compromises, it does not please all parties concerned. But compromises are there and they have come to stay That is the way we have to get on in the work-a-day world.

Sir, the view is held that the railways should be treated as a public utility concern and that it ought to give a fair return. It should also be remembered that the general finance borrows at about 4 per cent of late and there is every fear in commercial circles that this rate is likely to increase. So we must conclude that the general finance by allowing an increase of only a quarter per cent has been fairly generous in spite of fears in the commercial world of their borrowing power becoming somewhat difficult. The view that the railway is a public utility concern and helps the public by giving amenities and that is a kind of return for its obligation to the State may be correct to a certain extent, but it must be remembered that though the railway is a public utility concern, the users are not all the public. There are, we must realise, vast areas which are not well covered by the railways. The population there are not fully benefited by the railways. Therefore, to pass on the obligations and expenditure which the railways incur on to the other public will lead to a certain amount of unfairness.

Shri T. B. Vittal Aao: Therefore the Salem-Bangalore line should be constructed.

Shri Narasimhan: I will come in the end to that in a different context.

Therefore, this kind of equation of the service as a service to the entire public has a certain amount of fallacy. We must also emphasise in this context—though it is not strictly relevant—that it is the duty of the Railways to run the service efficiently. If the calculation is based on the Railways being one of utility, the assessment and other things are likely to vary from what the Railway Convention Committee has arrived at. You cannot gainsay the fact that there is any amount of scope for the improvement of the Railways. Unfortunately, on account of the peculiar psychology of the country, public property is treated as nobody's property while, really, it is everybody's property. The way individuals of the public behave shows that it is treated as nobody's property.

Take for instance the case of a bulb being fused in a compartment when we travel. We find that the bulb is fused and we get hold of the conductor and have it replaced. Probably, the conductor gets hold of a bulb from the general compartment and fits in the lavatory; or probably he gets one issued from the stores. We do not know whether it is properly accounted for. There is some kind of loophole; there is scope for exercising caution. We find that there is deterioration everywhere. The Railways must not shirk their responsibility of seeing that the whole undertaking works in a better way.

What the Convention has allowed for depreciation is quite adequate. Probably, it has increased. I stand subject to correction. Moreover under the increased tempo of the 3rd Plan there may be more returns.

Now, I come to the dismantled lines. I can explain it more satisfactorily than what Shri Vittal Rao may think I can do. It is said generally that the General Revenues help the Railways. But there are occasions when the Railways come to the rescue of the entire country. That is why I come to the question of dismantled lines. When there was a war the General Administration mercilessly removed the lines—800 miles were removed during the last war. It is not a question of mere dismantling only. The potential or

the capacity to earn and to make profit was reduced to nothing. Eight hundred miles of lines were taken away and in all these years only 400 miles have been restored. Still 400 miles remain as a kind of dead capital. I urge upon the Administration to look into this. Here is capital worth Rs. 400 crores about which they have not made up their mind. They are neither committed to total destruction of it; nor are they committed to its revival. They are simply there in a kind of vaccum. It is very unsound financial policy notwithstanding the existence and functioning of so many financial experts in the Administration. How can they tolerate this vast amount of dead capital to continue as dead capital? They say that they are short of funds for development; but they have not fully exploited their resources. That is why, to the annoyance of the Railway Minister, I have often raised the question of dismantled lines—their restoration.

For instance, there are 100 miles in my district. The station buildings are there. Why allow them to remain there? They are not given to any use. They are still there being utilised illicity. That is a standing relic of the incompetency of the Railway Administration to put the existing resources to better use. Therefore, I would like this to be looked into. I referred only to 100 miles in my district. But, there are another 300 miles still awaiting solution in other parts of the country. So, it is true that the Railways also come to the rescue of General Revenues. This fact has also got to be appreciated. When there was danger of war our railway lines were utilised; and they are likely to be used in a similar manner when such a danger comes. So, we have to take note of the fact that the Railways are there to help the General Revenues on occasions.

There is also another complaint that we are investing lots of money on Railways and they are not as good as the general transport; that general transport is quicker and is making more profits. It is said that the Railways are running in a careless manner and that general transport has done many things. By general transport is meant the buses. They have to depend for their fuel on foreign exchange. Petrol comes out of foreign exchange. There is a continuous drain on our foreign exchange. So, that is also a hidden advantage in favour of the Railways. They use indigenous fuel and coal. This also has to be appreciated.

Considering all these things I am of the view that the Convention Committee has made a fair report. Some say that the dividend should be reduced to 3 per cent and some say that it should be increased to 5 per cent. The decision that it should be $4\frac{1}{4}$ per cent is a very reasonable compromise which we will do well to accept.

Lastly, I am very happy that the Convention Committee has also recommended the abolition of the passenger fare tax in its present form. It is a kind of State within a State; one department levying a kind of taxation on another department. It is not good. I happened to see the rules made under the law. It is said that if so and so refuses to do such and such a thing he will be fined in such and such a manner and all that. It is just one department threatening another department, by law, as if one department is talking to the other department as if it is a criminal. I am glad there is a recommendation to abolish this state of affairs and there would not be this anomaly of a State existing within a State.

I have nothing more to say.

Shri Harish Chandra Mathur (Pali): Mr. Deputy-Speaker, Sir, there is no gainsaying the fact that the Railways are our most prized and largest public enterprise and they have to play a really very vital part in national life. This portfolio has always been in charge

[Shri Harish Chandra Mathur]

of a very senior Cabinet Minister and that is indicative of the great importance which we attach to our Railways. It is really sound that we have adopted this healthy practice of appointing this Convention Committee to look into the matter, to take stock of the situation and to make recommendations to this House regarding the financial arrangements so far as the Railways are concerned.

Now, I feel that the Convention Committee, situated in the circumstances as it was, could not have made any other recommendations, the recommendations that are before the House. Possibly, if I were a member of the Committee, I might have appended my signature with certain provisos. But I say that these recommendations are there simply because the Committee had to work under a certain set of circumstances. They had certain data and certain facts available to them and they could not go beyond it. Therefore, the report of the Committee is of almost a routine nature. We had expected this. We did not expect anything beyond this from this Committee. ...

I accept that the main recommendation regarding separate finances of the Railways is basically sound. As a matter of fact, this House has all the time been wanting a similar procedure and practice to be adopted in respect of the P & T Department also. There is no dispute over that. Now it is almost well settled in our minds that this practice is healthy and sound, and I fully support this basic recommendation of the Convention Committee.

Well, Sir, as I said earlier, in the circumstances in which we are placed, looking at the finances available, looking at the resources available, the Committee has taken a balanced view as to how these resources and how these assets are to be distributed. But my feeling, and a very strong feeling, is that we must examine the operational efficiency of the Railways and we must come to a definite conclusion whether the Railways can give a better account of themselves or not. If we cannot bring about some very substantial economy in the running of the Railways I feel, Sir, we will have to think twice as to how our assets are going to be utilised in the development of the transport in the future scheme of things.

My hon. friend just now mentioned—he was a member of this Committee—that railways all over the world, the railways in the continent are running at losses. He mentioned about Belgium, Switzerland and all that, and wanted to justify that our Railways had shown a better efficiency or our Railways were working on sounder lines. I thought, Sir, he was comparing two absolutely incomparables. The railways in this country are running under a very different set of circumstances. If we are making profits here it is because this is a very large country and we have long distances to be covered. What is Belgium? He possibly forgets the phenomenal development of the road transport which has taken place in those countries. I do not know what is the contribution which our Railways receive out of the over-crowding. There is such a tremendous over-crowding that we will have to run a number of additional trains which will cost our Railways very considerably. As a matter of fact, people crowd like anything in the third class compartments and pay the full rates of fare. I do not know what is going to be the impact when we improve upon and run our trains on really sound lines.

When I say this, Sir, I have in my mind a certain survey which was taken regarding the road transport and I would like to give this House a few facts about it. The National Council of Applied Economic Research

undertook a research in this matter. They have come to certain conclusions. They have submitted a report. Their report concludes like this, and very sa'ient facts have been brought out there:

"The gross contribution from road transport works out at Rs. 133·55 crores for 1957-58. The overall net contribution for the same year is placed at Rs. 95·55 crores excluding the cost of road construction from the annual offsets and at Rs. 43·26 crores on an alternative basis including the capital cost. The principal conclusion, based on these estimates for which data in some respects have been incomplete or are lacking, is too striking to be invalidated by these shortcomings, namely, that the financial contribution of the road transport industry as compared with the Railways exceeds by a large margin both in absolute terms and in terms of return on capital invested."

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The data is wrong and the conclusion is wrong.

Shri Harish Chandra Mathur: This is not my report, and these are not my conclusions. I am quoting from a report submitted by an institute which is considered to be an authority and which is supposed to enlighten us.

Shri Tangamani (Madurai): The Railways have contradicted it.

Shri Harish Chandra Mathur: I am prepared to be convinced by what the Railway Board has got to say about this. I know that the Railway Board has issued a small communique. I do not know what are the facts and what facts are to be contradicted. After all, this report has been placed before us by certain people to whom we give all the credit for app'ied research, and it is an institution for which we are paying out of the Consolidated Funds of this country.

They further say:

"The net contribution works out at 16·59 per cent on the capital invested in roads, considering the operational payments only, and at 19·1 per cent considering all payments. The net contribution to the public exchequer works out at 21·7 per cent on all capital invested in the road transport industry in India in terms of the operational payments only and in terms of all payments at 25 per cent not taking into account the net profits of the operators. Re'ating the net contribution to the overall national capital invested in roads and road transport, the rate of return works out at 9·5 per cent in respect of the operational payments and 10·8 per cent in terms of all payments by the industry. The study, however, emphasises the fact that in referring to the railways and road transport, it does not pit one service against another in what should be regarded as a national transport system with many related and inter-dependent service."

I myself have no intention, as a matter of fact, of pitting the road transport against the railways. The railways belong no less to this Government and to this country than the road transport. As a matter of fact, we are interested in the country's economic deve'opment. I wish, Sir, and I suggest—it is nothing and it should be acceptable to the Railways—that before another Convention Committee is set up—or much earlier than that, preferably even now—we must set up a team force under the chairmanship of a prominent non-official who has sound administrative and business experience to go into the working of the railways and to examine the structure of the finances and say that, well, the railways are working absolutely on sound lines and nothing better could be done. As a matter of fact, my feeling is that the railways are

[Shri Harish Chandra Mathur]

working under certain handicaps. I know of certain awards like the Rajadhyaksha Award where the Railways have been bound hand and foot to accept that Award and to make certain arrangements. I know of certain recommendations in this Award. They may be academically very sound but in the practical field they have no value, no meaning. They have imposed much unnecessary financial burden on the Railways. I do not think the Railway Board will have that much courage—they will not be permitted even by the country—to come out and say: "Let us brush aside these recommendations though we have accepted them." It is therefore that I very respectfully submit that we must examine the whole thing and we must know whether the Railways can give a much better account of themselves or not.

Let me very frankly submit, Sir, that I am not satisfied with the return which we are getting from the railways. I am happy that it has increased. I do hope that something will be done and that it will be increased. But we are not satisfied with the acocunts which have been given to us. I do not know whether the Railways can do better or not.

15 hrs.

Therefore, I suggest there should be a thorough examination and when that complete data is available before the convention committee, it will be in a position to tell us what can be done and what cannot be. It is very necessary, therefore, that such a thorough examination is made. It is not the road transport which is saying to us that they are giving this percentage of return; it is an independent body which is saying it. The railways may contradict or refute it. But we will have to examine the case put up by the railways independently. We do not have all the facts before us and so, the country's mind does get prejudiced. Therefore, we should know whether we are getting sound return from the railways, how we should proceed in the matter in the third Plan, etc. We should, therefore, examine this matter thoroughly.

I have not got any data before me, but I wish that we get at least Rs. 75 crores to Rs. 100 crores per annum from the railways for the general revenues. I do not know whether that will be possible, because while I am demanding this much, it is also my feeling that the railways should retain much more than they have retained as a result of the recommendations of the convention committee. I think they have strained their utmost to spare whatever they possibly can, even at the cost to a certain extent of the development of railways on sound lines and increasing passenger amenities. Rs. 3 crores is a fairly good sum, but certainly everyone in this House would have wished for a larger amount. Of course, the railways have done considerable amount of work in this direction and if one travels from place to place, one finds that so many passenger amenities have been given. Still, they have to cover such a long distance that we would like to place in their hands a larger amount.

We find they have strained their resources, their development fund and their depreciation fund. They have not been able to provide for their amortisation fund, which is very essential. Everyone working on this convention committee and also on the 1954 committee very strongly advocated this amortisation fund. This committee also would have recommended that, but they found themselves physically hedged by certain difficulties. So, the railways want more finances. We want railways to contribute a larger amount, which has not been possible. We would like a really sound and detailed picture to be placed before us regarding railway fares and freights.

I very much welcome almost all the recommendations. I strongly support every recommendation that has been made by the convention committee. They could not have made any other recommendations. That is also my view, but I wish that a thorough examination is made and we are enlightened on this subject.

I do not say that the railways have not worked very efficiently. After partition, when a great vacuum was created when the Britishers went away, there was a genuine apprehension even among the Britishers that with their exit, there was going to be a breakdown. When after a year or so, some of them came back for certain discussions from Pakistan, they really showed their amazement that the railway personnel had been able to pull through. We bear all that in mind and while we pay a compliment for the services which are being rendered, I still feel that there is utter necessity for a thorough examination and a report to be placed before this House and the country, to satisfy the country on this question.

Shri N. R. Muniswamy (Vellore): Mr. Deputy-Speaker, Sir, at the outset I may be permitted to convey my sense of appreciation of the efficient job done by the committee. I do not wish to place you in an embarassing position, because you happened to be the Chairman of that committee. Some of the Members have been obsessed with some observations made in the report. While reserving my own observation with regard to one or two items, taking the picture as a whole, I feel the committee could not have done better than what they have done. The committee have been faced with genuine difficulties, because considering the report given by the Railway Board and the Financial Commissioner's report, analysing them and tabulating them would have cast a great deal of strain on the Members to come to this conclusion. There have been observations made both for and against certain items, but ultimately, the recommendations are of a laudable nature, unless they are revised in the next convention committee.

The three observations I would like to make are with regard to development fund, merger of tax on passenger fares and the amortisation fund. At the outset, I do not know whether railways should be regarded as a utility service or a commercial concern. It cannot be regarded altogether as a utility concern. Viewing it as a utility concern, arguments could be advanced that with a view to giving better facilities, it should get better help from the general revenues. But we cannot forget for a moment that it is also a commercial concern. What portion of it is for utility purposes and what portion for commercial purposes is a thing which we are not in a position to tell and allocate in that way.

Considering the history of the railways, years back when the Britishers came, the railway was intended only for defence purposes and incidentally passengers were allowed to travel. That was an incidental advantage people were having. Thereafter as the railways developed from corner to corner, the general revenue had to pay if there was any deficiency with regard to the administration of the railways. It was found year after year that general revenue had to make good the loss incurred by the railways. So, it was thought fit to separate it and provide a separate budget for the railways different from the general budget. I find that what was originally intended to be one of favoured treatment is supposed to be continuing even after the separation of the budget. Otherwise, I cannot find any reason why the development fund and the loans taken by the railways from general revenue to the development fund have to be liquidated. It looks as though the history behind it justifies that they should always depend upon general revenue.

[Shri N. R. Muniswamy]

We cannot forget for a moment that after independence, we have developed the railways and so many strategic lines have come into operation. But at the same we cannot also forget that this is also a commercial concern where we have to use some of the commercial principles and commercial financial and fiscal practices.

In the Nepa paper industry, for examp'e, the loss is taken as one of capitalisation. The loss incurred in the running of the business is capitalised. Likewise here also if there is not enough development fund and if expenditure has been over and above the income, it has to be capi alised. My only submission is we cannot go at this rate every time seeking the fos'ering of the father. I should say, the Railway Board is something like a child and the general revenue is the father. How long can this fostering go on? I wish the railways improve their position and not depend on general revenue on any account.

I accept one thing. The railway administra ion are not only going in for development of the lines and construction of new strategic lines and other amenities, but they also look to other concessions. Some concession is given even to general revenue by reduced tariff rate for P. & T. and Defence. They also give some concessional reduced tariff rate to general economy in transhipment of foodgrains, goods and industrial materials etc. So, in that sense certainly they have incurred some loss, but it could not be compensated by wholesale liquidation of the amount they have taken from the general revenue and say that for another five years more they must be given some assistance. Therefore, I would say that in sp'te of the advice given by the Auditor-General that they should always look to their own development fund for improvement works etc. instead of seeking assistance from the general revenues, the Committee could have come to some other conclusion other than the one they have arrived at. It pains me to find that the Committee has used the word "averse" when they say "the Comm'ttee are averse to the curtailment or limiting" of the funds given to the development fund as, in their opinion, that fund is as important as additions financed from the capital etc. They cannot say that they are "averse" to making any suggestion. I do not think there is any justification on the part of the Committee to say that. They can say that they are in disagreement with the other view or this is inescapable.

Mr. Depu'y-Speaker: The hon. Member should not be so averse to the use of the word "averse".

Shri N. R. Muniswamy: Very well, Sir. Anyway, it looks like that. I shall not dilate on that point now. I only wish to say that this being a commercial concern, accidentally or o herwise, they should not look to the general revenues for finance. This is my first observation.

Then I come to the meger of passenger tax with railway fares. I find from the 1919 Act and the 1935 Act that the tax on passenger fares was not included in those lists. Our Constitution was framed on the basis of 1919 and 1935 Acts, as far as lists are concerned. This aspect of levying tax on passenger fares was not there in either of those Acts. But since this was there in the Constitu ion the previous Finance Minister wanted to lay his fingers on that and thought "Why not I cast my eyes on that?". He thought that they will get Rs. 20 crores by way of additional revenue in 1957-58 and because it is coming from all over the country he wanted to give a share to the States. Because of that now every State is having its eye on that. Whenever they are asked to raise some funds or assess the resources they calculate additional revenue from this source also. Actually, it is a windfall to the State. I do not mind it. They must get more. But

because it is included in this list they have taken advantage of it. They will never give it up unless it is abolished altogether.

Another suggestion given by the Finance Commissioner is that they shall not take it away. Out of that amount they shall set apart Rs. 12½ crores every year for the States. It looks as though they will only make Rs. 7½ crores by way of revenue. It may give then some money, but Rs. 7½ crores is not such a big sum. Also, why should they give the share of the States to them through the general revenues instead of their doing it direct? I do not understand the implication of giving back to the States through general revenues. If the entire amount is given to the general revenues, from that they might take Rs. 62·50 crores and the balance might be credited or debited. I do not know what it is. It looks as if the Finance Commissioner had an eye on this, because he expects a lot of income by this; so he wanted to *pakdo* this. That is why he has done this.

Every year the officers and the Ministry, every wing of the Government, is looking to this concern, which is the only nationalised concern with covetous eyes. The Board has also been very careful to avoid all these things and not to show the trump card when the play is going on. They have never shown their trump card. We should at least find out what is really behind this recommendation. We do not have enough records, except the report to find it out. Of course, some data has been supplied either by the Research Branch or the Committee Branch. We are at a loss to know what all these things mean. What we speak is based only on cursory reading of reports and the scant data in our possession. Therefore, I would say that this amount, which is now Rs. 70 crores, will have to be shared in a proper way.

Then I want the Railway Minister to throw some light on how these Rs. 7·50 crores is to be given. What is the method? Is it on the method of giving dividend to the general revenues? There is nothing mentioned about it except a bald statement that Rs. 12·50 crores will go to the States annually from the revenue.

Then I come to the creation of the amortisation fund. The previous speakers as well as the previous Convention have referred to the amortisation fund. Excepting it is a very academic proposition I do not find any practicality in it, because in the context of a developing economy and in the context of all members asking for fresh lines, new lines and double lines —certain types of lines also they want; for instance, in my own area they want some new lines—how can the railways satisfy everyone? It is not possible. Apart from that, they have sought assistance of a huge loan from America and from other countries for their developmental activities. They have to repay those loans. Having in view the repatriation of the dollar loan which we have to pay back and having in view the huge commitments of the railways in the discharge of their functions in the development of railways, it is not possible to have an amortisation fund. With great respect to the previous speakers I would submit that I disagree with the suggestion to create an amortisation fund, as has been recommended by the Convention in 1954. Because, I am a practical man who has understood something about this. In my own budget I am not able to save a single pie. At least the Government of India have and can get large amounts by way of loans, because their expenditure is not dependent upon their income. Their expenditure depends more on their capacity to get loans. They can always expand their income, but not a concern. So, in my opinion it is not possible to have an amortisation fund.

Then I want to say that in the Railway Board there is a great deal of expenditure. So far as fuel charges are concerned, though I may be confronted

(Shri N. R. Muniswamy)

with facts and figures, from what I read from newspapers and other data, the expenditure on fuel is four times now; or it may be three times. If this is due to the addition of new lines or increase in rolling stock that could have been justified. Even then, it could not be four times the previous figure. It is colossal expenditure and it indicates that the administration is not tightening up their machinery to see why so much expenditure is incurred.

One thing that I now find is that in those days the trains used to arrive right in time. Every driver was anxious to see that the train reaches each station in time. Now it is better for every driver to see that the train does not arrive in time, because then he can get some extra money as overtime allowance. I have tabled a question and the answer given by the hon. Minister was that about Rs. 14 lakhs or so was being paid in every zone by way of overtime. I do not know how overtime came into existence in railways. Unless the administration is strict in its affairs this sort of things will continue for ever. I would suggest that any driver who brings the train late for any reason within his control must be given some punishment; of course, there are reasons like floods and others, in which case nothing can be done. But if there is no justifiable reason, they should not only not be given any money but, as a matter of fact, we must reduce their salaries or stop their increments. Some such thing must happen; otherwise, it looks as though a sort of incentive is given to them to come late. They come late because it gives them extra money at the end of the month.

Mr. Deputy-Speaker: Does the hon. Member suggest in-time overpayment?

Shri N. R. Muniswamy: I am quite willing if they are given some incentive to reach in time without detriment to the passengers travelling in the train. Let them not trample over anything else and come very fast. Let them keep up their timing, keep to the speed and all that. If they come right in time, certainly we can give them Padma Vibhushan or something like that but not money. Money cannot go. I do not know the gradings of these titles that are being given by the Government of India, but whatever it is let them be given some certificate or let their children be educated free. Something like that can be done. That will work very well instead of giving them Rs. 15 lakhs or Rs. 17 lakhs every month. It looks amazing. It reflects on the administration. I am not saying about the hon. Minister. He does his job very well. But unfortunately it is not being carried out by others. So what else could he do?

Shri Harish Chandra Mathur: Who else would do?

Shri N. R. Muniswamy: If a court passes a decree, who is to recover the money? It is the *amin* or the bailiff who has to go and execute and get the money back. If the bailiff does not do that, the decree will be a nullity. It will only be a paper decree. Likewise the hon. Minister passes orders expecting that the staff would do the job. There is a hierarchy of officers and ultimately the *chaprassi* has to do the job. If he does not take the file, it gets stuck up somewhere. In that way, I say that some streamlining of the whole administration is required. They should set an example for the other ministries. The Railway Board has got a history of its own. It has not just come into existence very recently. It has been there for a century or more. The Directors and Board Members must give some thought to it and see that they streamline the entire administration, the trains reach in time and they also get bouquets and encomiums from hon. Members.

सेठ अचल सिंह (आगरा) : उपाध्यक्ष महोदय, पिछले कई वर्षों से मैं रेलवे बजट को देखता आ रहा हूं और मेरी समझ में नहीं आता था कि किस तरीके से इनकम होती है और खर्चा होता है । आज हमारी रेलवेज पब्लिक इंटरप्राइज है और यह भारत का सब से बड़ा उद्योग है । इस व्यवसाय में स्टेट का करीब १३००–१४०० करोड़ रुपया इन-वेस्टेड है। मैं ने देखा कि सेन्ट्रल गवर्नमेंट को क्या मिलता है । डेप्रीसिऐशन फंड क्या होता है और रिजर्व फंड क्या होता है ? जो पिछले बजट हुए उस में मैं ने देखा कि डेप्रीसिएशन फंड रिजर्व फंड और रेट आफ इंटरेस्ट बहुत कम रखा जाता था । इन को देख कर मैं थोड़ा परेशानी में पड़ जाता था क्योंकि हम ने देखा है कि प्री इंडिपेंडेंस डेज में रेलवेज को प्राइवेट कम्पनियां ठेके पर चलाया करती थी उस समय रेलवेज आज की तरह पब्लिक इंटरप्राइज नहीं थीं । २०, २० और २५, २५ साल के मुआहिदे पर वे कम्पनियां साी रेलवेज को चलाती थी नये सिरे से जमीन ली और उन्हों ने उस में करोड़ों रुपये इनवेस्ट किये और हम जानते हैं कि इन कम्पनियों ने इस व्यवसाय में करोड़ों रुपये का मुनाफा कमाया । अब चूंकि रेलवेज हमारी पब्लिक इंटरप्राइज हो गयी है तो क्या वजह है कि हम अपनी रेलवे को उसी बिजनेस स्प्रिट के आधार पर न चला सकें और लाभ न कमायें जैसे कि वे कम्पनियां कमाया करती थी ।

हमारा रेलवेज में करीब १३०० या १४०० करोड़ रुपया लगा हुआ है और मुझे यह कहते हुए बड़ी खुशी है कि जो हमारे पिछले बजटों में डेप्रीसेशन फंड, रिजर्व फंड और रेट आफ इंडटरेस्ट बहुत कम रक्खा जाता था तो इन खामियों की ओर हमारी इस रेलवे कनवेंशन कमेटी का ध्यान गया है और उस ने अपनी रिपोर्ट

15·24 hrs.

[SHRI MULCHAND DUBE *in the Chair*]

में इन बातों पर उचित ध्यान दिया है और उन सब के वास्ते माकूल प्राविजन किया है और इसलिए मैं रेलवे कनवेंशन कमेटी की इस रिपोर्ट का स्वागत करता हूं । रेलवे कनवेंशन कमेटी ने उन सब खामियों को पूरा किया है और बतलाया है कि आने वाली पंचवर्षीय योजना में किस तरीके से हम को फंड्स बनाने चाहियें । मुझे बहुत खुशी है और विश्वास है कि जो कनवेंशन कमेटी ने रिपोर्ट दी है उसको हमारी गवर्नमेंट मंजूर करेगी और हमारी रेलवेज का काम बिजनेस स्प्रिट से चलेगा और इस सबसे बड़ी पबलिक इंटरप्राइज से हमारी सेंट्रल गवर्नमेंट को फायदा होगा ।

Shri Tangamani: Mr. Chairman, Sir, before I deal with the many points, I would like to refer to the reply given by the Railway Board to the research that was conducted by the National Council of Applied Economic Research at the request of the Ministry of Transport and then develop the point to the effect that there is no justification for increasing the d vidend from 4 per cent to 4·25 per cent. On the other hand there is a justification for reducing it even further.

In the studies that they conducted they came to two conclusions namely, that road transport provides means of livel hood to far more people than the Railways and, secondly, the financial contribution from road transport to the national exchequer is greater than that from the Railways in absolute terms and in terms of return on the capital invested. These were broadly the findings of this National Council and to a que.tion which was asked in this House on the 23rd November, 1960, a statement was laid on the Table of the House. The question number is Starred Question No. 386. This is what the Railway Board says.

The Railway Board contests both these findings. I shall only refer to that portion which deals with the contribution to General Revenues.

[Shri Tangamani]

They speak about what is known as indirect payments. I am quoting:

> "....in doing so, have completely ignored the colossal 'indirect payments' made by the railways to the nation. Taking only coal and foodgrains, the railways can quote competitive rates on a basis slightly lower than the minimum rates that can possibly be quoted by road carriers; but then the nation's freight bill on account of these two items alone would go up by over Rs. 100 crores per year. The Council should reasonably have shown all this and other similar enormous amounts as the 'indirect contributions to the exchequer' made by the railways, since, so far as financial benefit to the nation is concerned, it makes no difference whatsoever whether the railways charge lower rates in public interest, or charge higher rates and then make larger direct contributions to the public exchequer."

They continue:

> "Several other important aspects of the railways, which have a bearing on the contribution of the railways to the public exchequer, direct and indirect, have also not been touched upon in the Council's report. To illustrate, the railways are utilised as an instrument of Government policy as ideal employers; in the regional development of the country with dispersal of economic activity by adjustment of freight rates; in the promotion of exports etc. There are also a number of public service obligations placed on the railways leading to uneconomic operation; opening of new lines and continuance of branch lines for opening up the country, even though there may be no economic justification, large and varied concessions for travel; very low passenger fares (suburban traffic in the Bombay region is charged at one Naye Paisa per mile on season tickets) etc."

They have categorically put on record that they are now contributing indirectly Rs. 100 crores on two items alone, namely, transport of foodgrains and coal. When such a contribution is being made to the General Revenues is it fair, I ask, in all sincerity that we should go to the General Revenues with a beggar's bowl? We have not only contributed Rs. 100 crores but each year we are going to contribute more. There is a justification and there is a strong case for not contributing even that 4 per cent.

Shri Naushir Bharucha: May I know whether Shri Tangamani is aware of the fact that in America private railways also contribute similarly not merely Rs. 100 crores but a great deal more and yet they pay not only interest but dividends to their shareholders?

Shri Tangamani: If this Rs. 100 crores is also taken into account, it may go up to even 12 percent. Naturally, I do not suppose the hon. Member would really want 12 per cent.

Shri Harish Chandra Mathur: You cannot take out only these two items. You have got to take the entire freight structure.

Shri Tangamani: If you take all the items, it may go up to more than Rs. 100 crores. They have mentioned not only Rs. 100 crores but have also mentioned the other things, namely, carrying out the national policy etc. They also say that they have to run uneconomic lines and they are extending concessions. I remember on so many occasions questions were asked and the hon. Minister was pleased to reply that for transporting certain articles inside the country, like handloom, there has been a concession. We

have been demanding that there should be concessions for articles like matches, more and more concessions. We would certainly fight with the Ministry and get it.

Now, having contributed so much directly and indirectly, is it fair to ask the Railways to contribute more to the General revenues and then go with a special request that they must allow us to do certain things. That is my main point. If we take the figures for the past 10 years, you will find that the 1949 Covention fixed the dividend at 4 per cent. From 1950-51 to 1954-55, the amount that has been paid by way of dividend is, Rs. 32·51 crores in the first year, then Rs. 33·41 crores, 33·99 crores, 34·36 crores and Rs. 34·96 crores in the last year. That shows that in the fifth year, they were getting Rs. 2·45 crores more, that is 7·54 per cent. That was the effect of the 1949 Convention. I am coming to the next Convention. If we take the 1954 Convention, in the five years which were sought to be covered in this Convention, from 1955-56, the amount paid is Rs. 36·12 crores in the first year, then 38·16 crores, 44·40 crores, 50·03 crores and 54·43 crores in 1959-60. That shows, compared with the first year, the money that is being paid in excess is Rs. 18:31 crores, that is 50·7 per cent more than what was being paid in the first year when that Convention came into existence. The year 1960-61 is also covered by the 1954 Convention by virtue of the Special Resolution which was passed in this House on 28-4-59 and endorsed by the Rajya Sabha on 8-5-59, for extending this period up to 31-3-61. As the House is aware, the hon. Minister last year, when presenting the Budget, on 18-2-59, stated that the new freight structure has been brought into effect from 1-10-58, that on the expenditure side, the Pay Commission's report is awaited and that it is necessary that the Committee should make proposals synchronising with the Plan period. For these three reasons, we extended the period by one year. In this year 1960-61 also, the dividend that is going to be paid is on the increase, that is Rs. 57:27 crores. That is on the 4 per cent basis. On the basis of the report that has been submitted by the Railway Board to the Convention Committee, we find that for the 5 years from 1961-62, at the rate of 4 per cent on the capital-at-charge, it would be Rs. 60·83 crores in the first year—I am not going to give the figures for the other years—and in the final year, it would be Rs. 84·73 crores, that is Rs. 27·46 crores above what has been paid in the last year of the previous Convention, or 47·92 per cent. That, I consider is on the high side. Why should we now increase it to 4·25 per cent which will bring in the final year Rs. 90·03 crores and Rs. 64·63 crores in the first year. That means, from Rs. 57 crores, which is going to be paid in the year 1960-61, in the last year of the Second Plan, in the last year of the Third Plan, we will pay Rs 90 crores. I would certainly like the hon. Minister to apply his mind to this because the House will probably accept this Resolution. If in the same way as the hon. Minister came before this House in February 1959 for extending the period of the 1954 Convention for a further period of one year, I humbly submit that this matter may be further gone into. Actually, there is a case for reducing it because the hon. Minister himself when he introduced this Resolution said that the average rate of interest is now standing at 3·58. I will put it as simple arithmetic. We pay at 4 per cent. They get a 4 per cent benefit. If that money is going to be given for interest, it is going to be 3:58 per cent. There is a case for reduction. I believe I have said enough on this particular point.

I must also congratulate this Convention Committee for touching upon certain important points which the previous Convention Committees, the 1949 and 1954 Convention Committees did not go into. I am referring to the recommendations 3 and 4. The annual loss on account of strategic lines will be borne by the Central

[Shri Tangamani]

Government. While the dividend in respect of the capital at charge of the North East Frontier Railway other than the clearly strategic portion thereof, will be at the average borrowing rate of the Central Government; in computing the capital at charge, necessary adjustments will also be made for over-capitalisation for new lines as recommended by the Railway Convention Committee of 1954. I certainly welcome this provision. I need not say much on this particular point.

Enough has been said about depreciation also. That is also an issue to which the Government should give pointed attention. I am inclined to agree with Shri Naushir Bharucha, not for the reasons advanced by him, but because I can imagine the position, unless we scientifically work out on the basis of costing. Costing may not have developed to such an extent. But, still in every industry that is being attempted. We get somewhere nearer. In the same way, we should not shelve this issue. An attempt must be made. Instead of Rs. 70 crores, let it be Rs 140 crores, I do not mind. Let us know how much will be the cost of replacement and renewals and for modernisation of the Railways. Otherwise I find in certain areas, old rails which ought to have been removed long ago are still there. If we provide here Rs. 100 crores, which has got to be provided each year, and if some replacement is not made, I can come before the House and ask the Government why it has not been done. If every year Rs. 140 crores are required, and we are not able to provide the full depreciation, but provide only Rs. 70 crores, then we can at least ask them to show us 50 per cent results. There will be some basis. The time for *ad hoc* basis has gone. I would like to know on what basis we have arrived at this figure of Rs. 70 crores. The Railway Board makes some kind of a calculation and they come and say, for the next five years, depriciation will be Rs. 350 crores. That amount divided by five gives Rs. 70 crores. We have been paying Rs. 45 crores. For the next five years, it will be Rs. 70 crores. To my mind, that would be arbitrary and *ad hoc*. Even if it is Rs. 200 crores, I do not mind. It must be placed on a scientific basis. Let us not postpone the issue for the beginning of the fourth plan period. This is also an issue to which pointed attention should be given by the Ministry even after Resolution is adopted.

On my next point many Members have already spoken. That is the question of merging the passenger tax with the fares. From the 1st of April 1961, these are going to be merged. Here, my humble submission is this, we have now provided contribution to the various State Governments. The figures which I have got from Report show that year after year this is on the increase, from Rs. 12·24 crores to Rs. 12·77 crores. It may go up. Even now, I say, let it be on record that at the end of the Third Plan as a result of the merger of the new tax with the fares, collection will not be Rs. 70 crores, but it will be much more. Why should that Rs. 10 crores or 15 crores or 20 crores, which is in excess of Rs. 70 crores go to the General revenues?

We find that every State Government comes before the Planning Commission with a certain plan it states that it has worked it out and the State legislature has gone into it in much greater detail than the Planning Commission; that it has not forgotten the overall picture of the country. And if a reduction is made in their plan allocation, they fight against it.

We also find that most of the newspapers have written editorials on this. *The Hindu* has put it that more than Rs. 12·5 crores going to the central revenues; but it does not go to the extent of saying that the whole of it should go to the State revenue. So this kind of arbitrary fixing of only Rs. 12·5 crores to the State is also not

based on scientific method. There should be a provision for giving more to the States, in whatever form possible.

The next point is about amenities. I can anticipate the reply of the hon. Minister. He will say that the committee has only recommended a minimum of Rs. 3 crores for passenger amenities. At least, let us have some kind of consolation that any amount over and above this Rs. 12·5 crores collected as tax will form part of the amenities fund. Passenger amenities should get top priority, particularly third class passengers. Now third class bogies are being rapidly replaced, more rapidly than the first class bogies; and I welcome it because it is proper. In fact, let all the rickety third class bogies be replaced first before the first class bogies are replaced.

Shri Jaipal Singh (Ranchi West—Reserved—Sch. Tribes): No, no.

Shri Tangamani: If this is accepted, it will be agreed that the sum of Rs. 3 crores is very paltry and should be increased.

Then I would like to make one or two general remarks. I find that the return on the quarters is only 2·5 per cent. This is essential for the railways, but I would recall what the Estimates Committee has said regarding the construction of bungalows at Chanakyapuri for officers where we do not get a return of even 0·5 per cent.

I also find that during the last five years there has been a fall in the high-rated traffic of the railways and an increase in the low-rated traffic like iron ore and coal. The high-rated traffic obviously is being diverted to road transport.

I am glad the Railway Board is watching carefully attempts made by other agencies to paint a picture of the railways without taking all the facts into consideration. It is very welcome.

The passenger tax is like any other tax in the sense that whenever a tax is imposed, no question of withdrawing it ever arises. So, here it is being merged with the fare itself. I would like to know from the hon. Minister whether during the Third Plan there will be no increase in railway fares. I am asking this in all sincerity on the basis of certain pronouncements about the Third Plan. They say they are going to hold the price line. If that is so, let us also hold this line.

Shri Jaipal Singh: How can he say that? He may not be in office by then.

Shri Tangamani: If he gives an assurance.....

Shri Jaipal Singh: His assurance has no meaning.

Shri Tangamani: ....he or his successors and we or our successors will be able to see that it is carried out to the letter.

In conclusion I would like to say that this merger of the tax in the passenger fare, although it may bring some benefit to Members of Parliament, will not bring any benefit to the users. I would have certainly welcomed at least some rebate being given to these users.

I would request the hon. Minister to give his pointed attention to the three or four points raised by me, and I will be happy to hear his reply.

श्री रूपे लाल दास (उज्जैन) : सभापति महोदय, इस कमेटी ने एक नोट मांगा था रेलवे से और फ इनेंशल कमिश्नर से कि विदेशों में और ख स तौर से यूरोप में, यू० के०, बैल्जियम और फ्रांस वगैरह में रेलवे की आय से जनरल रेवेन्यूज को देने का क्या तरीका है और मैं समझता हूं कि वह नोट उस कमेटी के सामने जरूर प्रस्तुत कर दिया गया होगा । लेकिन इस कमेटी की रिपोर्ट में....

श्री जगजीवन राम : मैमोरेंडम में मौजूद है ।

श्री राधे लाल व्यास : इस बारे में नहीं है कि विदेशों में देने का क्या तरीका है, आय का क्या भाग ....

श्री जगजीवन राम : है ।

श्री राधे लाल व्यास : लेकिन कमेटी ने उस पर अपनी कोई राय जाहिर नहीं की है ।

श्री जगजीवन राम : राय क्या जाहिर करती ?

श्री राधे लाल व्यास : उसको बतलाना चाहिये था कि हमारे यहां की परिस्थितियों को देखते हुये, इसको देखते हुए कि हमारे यहां रेलों में काफी काम होना है, उनका काफी विकास होना है, बहुत कुछ पुरानी जो लाइंस हैं, पुराने जो डिब्बे हैं, पुराना जो सामान है, उस सब का नवीनीकरण होना है, और उस सब के लिये काफी पैसे की जरूरत है, क्या जनरल रेवेन्यू से रेलवे को मदद मिल सकती है है या गवर्नमेंट आफ इंडिया बाहर के मुल्कों से जो कर्ज ले रही है, उसके द्वारा रेलों की मदद कर सकती है ? इन परिस्थितियों के रहते हुये, कमेटी ने जो यह सुझाव दिया है कि अभी का जो तरीका है, रेलों की आय से जनरल रेवेन्यूज को देने का जो तरीका है, वह कायम रखा जाए, बिल्कुल ठीक है ।

जहां तक डिविडेंड का सम्बन्ध है, हम देखते हैं कि पिछले कुछ सालों से वह बराबर बढ़ता जा रहा है । अभी तक वह चार परसेंट था, अब सवा चार परसेंट कर देने की सिफारिश की गई है । मैं समझता हूं कि जहां रेलों की आय बढ़ती जा रही है, वहां कैपिटल एंड चार्ज भी बढ़ता जा रहा है और इस हिसाब से अगर वह चार परसेंट भी होता तब भी डिविडेंड की रकम तो ज्यादा होती ही । लेकिन फिर भी जब कि ब्याज की दर ज्यादा हो गई है, और छः प्रतिशत तक का ब्याज देना पड़ रहा है उन कर्जों पर जो कि हमें विदेशों से मिल रहे हैं, यह सिफारिश बिल्कुल उपयुक्त मालूम देती है कि दर को सवा चार प्रतिशत कर दिया जाए ।

रिजर्व फंड तथा डिप्रिशियेशन फंड की जो रकम रखी गई है, वह भी बिल्कुल उपयुक्त है । अभी जो रकम ४५ करोड़ की है, उसमें जो खराबी है, उसको दूर किया जाना चाहिये और अच्छी हालत पैदा करने की चेष्टा होनी चाहिये । लेकिन उसको दूर करना बिल्कुल असम्भव प्रतीत होता है । काफी रुपये की उसके लिये आवश्यकता होगी । हम देखते हैं कि कई जगह पर यार्ड्स में तरक्की हुई है, वे काफी चौड़े किए गए हैं, डबलिंग भी हुआ है कई जगहों पर लाइनों का, इंटर-लाकिंग वगैरह भी हुआ है, लेकिन इन सब सुधारों के बावजूद भी हम देखते हैं कि रेलों की जो एफिशेंसी है, उसमें कोई फर्क नहीं पड़ा है । इतना कुछ होने के बावजूद भी जहां गाड़ी की रफ्तार तेज होनी चाहिये थी, नहीं हुई है । इतने अधिक सुधार होने के बावजूद भी और इतना पैसा खर्च करने के बावजूद भी जो परिणाम निकलने की आशा की जाती है, अगर वे नहीं निकलते हैं, तो दुःख होता है । रेलवे बोर्ड को देखना चाहिये कि जहां इतनी बड़ी बड़ी रकमें खर्च हों, वहां परिणाम भी अच्छे निकलने चाहिये और साथ ही साथ एफिशेंसी भी आनी चाहिये । जहां तक पैसा खर्च करने का सवाल है, उसके बारे में कोई आपत्ति नहीं हो सकती है ।

फाइनेंशल कमिश्नर ने यह सुझाव रखा था कि जनरल रेवेन्यूज से रेलें जो कर्ज

लेती हैं, इस प्रथा को बन्द कर दिया जाए और जो उसका डिवेलपमेंट फंड है, उसमें से ही खर्च करना चाहिये। यह ठीक नहीं था और कमेटी ने उससे सहमत न हो कर जो सुझाव दिया है वह बिल्कुल उपयुक्त है।

अभी तक पिछले सालों में जो विकास के काम हुये हैं, वे काफी हैं लेकिन फिर भी देश की परिस्थिति को देखते हुए उन से ही संतोष नहीं माना जा सकता है। यदि फाइनेन्शल कमिश्नर की राय के अनुसार यह नीति बरती जाय तो काम और भी ज्यादा पिछड़ा जायेगा। यह पैसेन्जर फेअर टैक्स जो लगा हुआ है उसके अब किराये में मिला देने का सवाल है। इसके जरिये कुछ राज्यों की आय पर जरूर भार पड़ने वाला है क्योंकि किराये की आमदनी तो हम देखते हैं कि कि प्रतिवर्ष थोड़ी बहुत बढ़ती जा रही है और जिस तरह से किराये की आमदनी बढ़ेगी उसी लिहाज से पैसेन्जर फेअर टैक्स भी बढ़ने वाला है और उसी हिसाब से राज्यों को मिलने वाला है। लेकिन पिछले पांच सालों का औसत निकाल कर जो रकम दी गई है राज्यों को उससे सम्भव है राज्यों को कुछ कम मिले। लेकिन ऐकाउंटिंग वगैरह को देखते हुये उन्होंने जो चीज रक्खी है वह ठीक है। लेकिन मेरा खयाल है कि पिछली आय के अनुसार जो औसत निकाला गया है वह ठीक नहीं है। पिछले पांच सालों में किस हिसाब से प्रति वर्ष बढ़ती होती रही उस के हिसाब से अगले पांच सालों की आमदनी का औसत लगा कर यह रकम निश्चित की जाती और राज्यों को दी जाती तो ज्यादा उपयुक्त होता और वह न्यायसंगत भी होता। मैं समझता हूं कि रेलवे बोर्ड इस पर पुनर्विचार करेगा। थोड़ी सी रकम होगी, ज्यादा नहीं, और जो हक राज्यों को दिया गया है वह राज्यों को भी मिलना चाहिये। मुमकिन है कि इस तरह से कुछ खर्च बढ़ जाये लेकिन फिर भी इसे किया जाना चाहिये।

इन शब्दों के साथ मैं इस कमेटी की रिपोर्ट का स्वागत करता हूं और इस का समर्थन करता हूं।

Shri Jagjivan Ram: It is really very encouraging to find an abundance of goodwill to the railways, in this House, and I am grateful to the Members for all the kind words that have been said about the railways. Some issues which were not quite germane to the discussion of the subject-matter before the House have been brought in, and I propose to take notice of some of them first.

Shri Harish Chandra Mathur started by saying that the condition of the railways in European countries was such that any comparison between them and the Indian Railways was not quite proper, and to quote his own words, he said that this is a comparison between incomparables. Having said so, he lapsed himself into the same mistake, when he tried to compare the Indian Railways with road transport. To quote his own words, I would say that he was trying to compare the incomparables. I do not propose to go into the details.

Shri Tangamani has quoted some statistics from a reply given by the Railway Minister in this House in this regard.

When I say that it is a comparison between incomparables, I shall simply draw Shri Harish Chandra Mathur's attention to the working condition on the railways and in road transport. Again, I would say that it is a comparison between incomparables. This great organisation in their research in economic affairs perhaps forget that a major portion of this income is derived from road transport in big cities like Delhi, Calcutta and Bombay etc. where the railways do not function at all. But these are some of the obvious facts which do not require any high attainment of economic acumen, but even a layman with a

[Shri Jagjivan Ram]

modicum of commonsense will agree that it is a comparison between incomparables.

Shri Harish Chandra Mathur: That modicum of commonsense was lacking in that organisation?

Shri Jagjivan Ram: Of course, it might be; it does not mean that a man who has been termed as an economist necessarily possesses commonsense.

These are obvious facts, without going into details and statistics. When one ventures to compare incomparables, such fallacies are likely to arise. Not only are they likely to arise, but they are bound to arise. For instance, there is difference in the working condition of the railway employees and the working condition of the employees engaged in private road transport. It is one factor which requires very minute investigation by an organisation which may carry out that investigation with objectivity and not with a set purpose of supporting one party or the other. I have always said that I am one of those who do not believe that there is any apprehension of any real competition between the railways and road transport. In our country, there is ample scope for the development of the two. They can function very successfully as complementary or supplementary to each other. I have never felt that there is any scope for any cut-throat competition between the two. Any comparison between the two is a comparison between incomparables. Therefore, I attach that much importance to the Report quoted by Shri Mathur that it deserves, and nothing more.

The whole question has been referred to a very eminent person. Perhaps the House is aware of it, that the question of coordination between railways and road transport has been referred to Shri K. C. Neogy who heads a high-power Committee which is examining every aspect of it. I repeat in this country there is scope for the development of both.

Certain points have been raised as regards the recommendations of the Convention Committee. Some have arisen out of misapprehension, for which there is not much justification. Some issues have been raised; in respect of these, perhaps the Members have not cared to read the material available in the Library of the House or the material that was supplied by the railways to the Committee. Whenever Shri Naushir Bharucha speaks on any subject, he brings to bear upon it some informed opinion. This time he lacked that. Perhaps he had no time to go into the material available in the Library of the House.

Shri Naushir Bharucha: He left precious little time for anybody to get at the material.

Shri Jagjivan Ram: One thing that he made capital of was in regard to the structure of the capital at-charge on the railways. The 1949 Convention Committee—I presume that he has looked into their Report—on whose recommendation the principle of paying dividend at a percentage of the capital at charge was first adopted, went into great detail in regard to the capital structure. Detailed information in regard to this is also given in the annual published block accounts of the Indian Government Railways which are submitted to Parliament with the Appropriation Accounts. So if Shri Naushir Bharucha will refer to these two documents, he will find that what he has expressed here was not quite justified.

16 hrs.

Shri Nayar has already clarified a point raised by Shri Bharucha that the element of over-capitalisation has not been precisely determined. Detailed information on this point which was made available to the committee indicated how this matter was examined in consultation with the Comptroller and Auditor-General and the Ministry of Finance.

Shri Bharucha and some other hon. Members pointed out that the average ra e of interest would be higher than 3·58 per cent. if allowance is made for the higher rate of interest which is charged by the World Bank on loans obtained for Railway purposes. Actually, such loans constitute only a very small proportion of the total capital-at-charge. And, even allowing for such higher rates in respect of them, the average rate at present would come to only about 3·7 per cent so that the rate of 4·25 per cent recommended by the Committee would still allow an element of contribution over and above interest.

There is not merely this element of contribution which contributes towards the general welfare of the country but there are also other indirect contributions of a sizeable nature made by the Railways. Some of them have been alluded to by some hon. Members in this House.

At this stage, I would like to make one thing clear. The way in which I look at the general finance and railway finance is not as if they are contradictory to each other. I look at them as complementary to each other. The General Finances can hardly afford to ignore the soundness of the Railway Finances and the Railway Finances can hardly afford to ignore the interests of the General Finances. So, the two wings have to function in a way that the interests of both the finances are looked after properly. And, as I have said, there is nothing which militates against each other. Looked at from this aspect, it is quite proper that the Railways should make some contribution to the General Revenues for the general welfare of the community as a whole.

Another thing that was raised in this connection was whether the Railways are a purely commercial concern or a utility service. As I said in my opening remarks, I have always looked upon the Railways as a commercial-cum-utility service. It is not a purely commercial undertaking and it is not a purely utility service. An element of both have to be coordinated in it and, therefore, it should be regarded as a commercial-cum-utility service.

When our objective is to establish a socialist economy in the country, more and more enterprises will be started or undertaken or taken over by Government. And, ultimately, Government will have to depend more and more upon the revenues from these nationalised undertakings for the development of the country and for the welfare of the community. And, if these two basic requirements of the country have to be met, the nationalised undertakings will have to make a contribution for the development of the country as well as for the social service that may be required for the community. And, the Railways, as an important nationalised undertaking, will have to set an example in this direction as well.

Therefore, when the question of dividend to the General Revenues came and some friends felt that it should be 4 per cent and some friends felt that it should be less than 4 per cent, I agreed that it should be 4·25 per cent.

My justification for that is this, that if we want to encourage socialist economy in the country we will have more and more to depend on our own finances and these nationalised undertakings will have to make a contribution for developmental works as well as for unproductive works. Therefore, the Railways will have to make this contribution. There are indirect contributions also—I do not propose to go into the details of that—because the Railways as a utility service and not as a purely commercial undertaking will have to undertake certain obligations for serving the community. We are doing that in the nature of concessional rates, concessional freights and other things. That again is one factor where the comparison between

[Shri Jagjivan Ram]

the road transport and the Railways is a comparison between two incomparables.

Shri Harish Chandra Mathur: You have a lot of nationalised road transport now.

Shri Jagjivan Ram: The hon. Member forgets that nationalised road transport is only passenger transport.

Shri Harish Chandra Mathur: In Bombay they have got both.

Shri Jagjivan Ram: They have not got.

Shri Harish Chandra Mathur: They have got it in Himachal Pradesh and Kashmir.

Shri Jagjivan Ram: The goods transport is hardly nationalised, except, may be, in Himachal Pradesh and Kashmir, and the day goods transport is nationalised I think all these arguments that are being urged will disappear.

Shri Harish Chandra Mathur: They are making good profits in U.P.

Shri Jagjivan Ram: In Bombay they have given it up.

A question was raised as to on what basis allotment to the depreciation reserve fund is made. I would like briefly to clarify the position with regard to the basis on which the Committee has recommended a contribution of 70 crores per annum on the average in the Third Plan period to the Depreciation Reserve Fund. Detailed figures of expenditure on capital assets are fully available, and the Committee took note of the fact that an annual average provision of 70 crores would be 3·8 per cent of the average capital at charge. Locomotives and wagons are assumed to have about 40 years of life and carriages about 30 years life, while track, buildings and bridges have much longer lives. The provision at 3·8 per cent would thus not only cover provision on a straight line basis, with reference to an overall average of 40 years life, but will also allow, in addition, for provision to meet a part of increased costs at which replacements have to be done. The information given to the Committee indicated the actual renewals that are anticipated to be done in the five year period 1961-66. Even over a sufficiently long period, from 1939-40 onwards, the Railway Depreciation Fund has met all the demands on it in regard to replacements, in that the balance at the end of 1939-40 was Rs. 31 crores as against which a balance of Rs. 21 crores is anticipated at the end of 1960-61. In other words, the Fund has met all the obligations arising out of renewals deferred during the war and post-war years, as well as those inherited from Railways taken over by the Central Government in this period, and at the same time has met the effect of increased cost of replacement. This long-range picture will indicate how the contribution has not been on any "rule of thumb" basis. It will also be conceded that the problem, in the case of Railways, who have innumerable assets created at different dates with different costs, is not as simple as the case of a single plant taken as example by Shri Bharucha for which depreciation provision on a simple basis is readily possible. I am not sure if Shri Bharucha was serious in suggesting an increase of the annual appropriation to depreciation fund by another Rs. 20 crores over what the committee has recommended. This cannot but limit the scope for payment of dividend to general revenue, which Shri Bharucha himself has pleaded should be higher than the 4·25 per cent recommended by the committee. I cannot also believe that Shri Bharucha was serious when he referred to the deficiencies in passenger coaches. There are certain deficiencies and efforts are being made to remove them. But the problems with which the railways are faced are known to Shri Bharucha also; the

problem of pilferage and vandalism even in the new coaches, in the electric coaches near about Bombay, for example. I do not mean that it is restricted to Bombay, but it is a great problem where the co-operation of everybody is necessary if the railways are to face it.

I do agree that some coaches are old. I do not want to keep anything from the House. Our programme in the first phase was to concentrate more on the replacement of third class coaches rather than first and second class coaches. In the coming year, we have a programme to manufacture first class coaches also and then we will be in a position to replace them. But that was not due to any paucity of funds in depreciation reserve. That was due to the policy of Government and I think that was a policy which was welcomed by the House itself.

Naturally the House has felt that the allotment of Rs. 3 crores for passenger amenities is not an adequate allotment. As is clear from the recommendation of the committee, this amount is the minimum and as I told the House while proposing this resolution, every effort will be made to increase this allotment in order to meet the minimum requirements and basic amenities. As the House is aware, we have made fairly good progress in providing minimum amenities either at the stations or on the trains. It is constantly our endevaur to provide more and more amenities both at the stations and on the trains.

Some hon. Members referred in particular to the suggestion of the Comptroller and Auditor General for altering the scope of the development fund so as to limit the expenditure from the fund to what is actually available as railway surplus. The committee went into this question and considered that this will mean either postponement of works which are essential, but which are not directly remunerative, or charging of such works to capital, neither of which the House will agree is desirable. A *verbatim* copy of the note of the discussions of the Railway Board officials with the Controller and Auditor-General was furnished to the Committee with all the relevant information in this connection. Shri Nayar, perhaps, said that whatever the recommendation of the Comptroller and Auditor-General was, that was not available to the Convention Committee. Perhaps he had no time to look into the memorandum which has been made available to the members of the House in the library of Parliament.

Then some hon. Members referred to the deferred payment of dividend in respect of crtain unremunerative lines. It is never the intention either of the Convention Committee or the Railways that these deferred payments will not be paid to the general finances. As and when these lines start earning and there is a surplus over and above the dividend for the year concerned, the arrears of the deferred dividend will be paid to the general revenues.

Then Shri Mathur raised the question about the efficiency and sound functioning of railways. I have never claimed that we have attained optimum efficiency and, perhaps, I will never claim that. Because, in any dynamic organisation which is charged with serving a very important field for the development of the country, any attitude of complacency will not be desirable. Therefore it is always our effort to increase the efficiency of the railways and also to see that the railways are functioning on sound lines. People from other countries with critical eyes for complaint, not as tourists or sight-seers but as those who had to study the functioning of the railways have paid compliments to the railwaymen and to the railway officers who are managing the affairs of the railways so efficiently and on a sound basis.

Shri Harish Chandra Mathur: In this connection I referred to certain recommendations that have been forced upon the railways; I particularly re-

[Shri Harish Chandra Mathur]

ferred to the recommendations of the Rajadhyaksha Committee, which meant a lot of financial burden and which are of very little practical value. You cannot do without them. I wish these are examined and our expenditure reduced.

Shri Narasimhan: He was speaking in favour of the railways.

Shri Harish Chandra Mathur: I was speaking realistically, neither in favour nor against. I paid compliments when they are due.

Shri Jagjivan Ram: I am grateful for this clarification, as it is a compliment to the railways. When a high-powered commitee examines and recommends certain amendments and modification to the award of Rajadhyaksha, I as a practical man will have to consider whether it will be possible to implement those recommendations. Once certain concessions have been given to the working class it is very difficult to withdraw them. It is not only difficult but I am one of those who believe....

Shri Harish Chandra Mathur: At least I for one thought that you are a strong Minister.

Shri Jagjivan Ram: Even if I am a strong Minister and of course, I am a strong man too. I will request my friends to remember that our objective is the establishment of a socialist society. What does it mean?

Shri Harish Chandra Mathur: At a wayside station there is hardly one hour's work and still you must have all the staff. That is what Rajadhyakaha Committee has recommended.

Shri Jagjivan Ram: We will now have to change the conscience of the nation about work; that will have to undergo a very radical change. In other countries the same man can function as station master, pointsman, waterman and even as a porter. That will take some time before we can envisage a stage where a man will perform all the tasks in our country.

Shri Harish Chandra Mathur: I want much less than that.

Shri Jagjivan Ram: It is not only hard work or simple work but it is also the social prestige conception which stands in the way. I was reading with interest that in many places abroad, on a wayside station there is station. He gives you the tickets and when the train is to come he sets the points. If some passenger wants a glass of water he gives that to him.

Shri Narasimhan: Rings the bell also.

Shri Jagjivan Ram: He rings the bell and also cleans his own room. But the minimum that we require if we have to start a station, the first necessary thing will be a station master, of course, but a sweeper as well, even if there is nothing to sweep. But for that we are not to blame Mr. Justice Rajyadhyaksha. We have to blame our social set-up. Therefore I say that even if we are to set up a committee and that committee recommends modifications of the recommendations of the Rajyadhyaksha Committee, will we be in a position to implement that recommendation? As a practical man I think that if I can have an idea in advance of the possible recommendations and it appears that I am not likely to implement them, it is better not to set up that committee.

Then I said that when we are going to have a socialist society those who have been employees and workers they also look up to a stage where their standard of living will go up, working conditions will improve and the distinction between officers and staff, so far as working conditions and various other facilities are concerned, will gradually disappear. Perhaps certain recommendations of Mr. Justice Rajyadhyaksha which have been implemented are a welcome feature and

I will be the last person to get them modified, even if it means some expenditure to the Railways.

As I have said, there is a fundamental difference between the private road transport and the Railways. We have to function as a nationalised undertaking, functioning as a public utility service and even as a commercial undertaking to see that we set an example how an employer treats his employees who are common partners in a nationalised undertaking. Therefore I feel that there is no necessity for setting up such a committee.

Shri Braj Raj Singh has said something about pilferage of coal at certain stations. I will not claim that on the Railways there is no pilferage of coal at all. A few days back Shri Braj Raj Singh mentioned this to me and I welcome the fact that he offered some suggestions by which this pilferage of coal could be detected and those who are engaging in it could be punished. I am going to take certain action on that. I shall be grateful to hon. Members if they will bring any such incidents to my notice. As I have said, I do not deny that there is a certain amount of pilferage of coal on the Railways. Coal is a commodity in which there is a chance of pilferage in the way it is transported. There is pilferage of other things also. Whenever we detect this, we try to take precautionary measures and when people who are guilty of such lapses are detected, I take very serious notice of them. I give the maximum punishment that I can give whether he is an officer or a member of the staff; whether he is Class I, II or III it does not make any difference so far as I am concerned. I will be thanful to Shri Braj Raj Singh if he will bring, apart from this, other instances, so that I and the Railway Board may take action in such matters.

I have nothing much to say. Let us hope that the soundness of the Railway finances will continue and the Railways will be able to serve the nation and in addition go in with its programme of development with renewed energy, efficiency and devotion. I am again thankful to the House for the good and encouraging words that they have said about the Railways.

Mr. Chairman: I will now put the substitute motion of Shri Naushir Bharucha to the vote of the House.

Shri Jagjivan Ram: He is withdrawing it.

Shri Naushir Bharucha: No, no.

The substitute motion was put and negatived.

Mr. Chairman: The question is:

> "That this House approves the recommendations contained in the Report of the Committee appointed to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance *vis-a-vis* the General Finance which was presented to Parliament on 30th November, 1960."

The Resolution was adopted.

Shri Naushir Bharucha: The Railways have won against the General Revenues.

16.27 hrs.

*DEMANDS FOR SUPPLEMENTARY GRANTS (GENERAL), 1960-61

Mr. Chairman: The hon. Minister.

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): Now, the other Members will speak. I do not have to move the Demands.

---

*Moved with the recommendation of the President.

Mr. Chairman: Move your Demands

Shrimati Tarkeshwari Sinha: We do not move the Demands. They are taken as moved.

Mr. Chairman: Whether you make a speech or not, move the Demands. You say, you move.

Shrimati Tarkeshwari Sinha: We do not say that. The usual practice is that the Chairman announces and they are taken as moved.

Shri Naushir Bharucha (East Khandesh): I think the Demands have got to be moved.

Mr. Chairman: You must move them.

Shrimati Tarkeshwari Sinha: They were formally moved by the Finance Minister. At present, there is no necessity for my moving them again. They have been moved originally.

Shri Naushir Bharucha: The Finance Minister presented the Supplementary Demands. He has not moved any Demand. If no Demands are moved, in that case, there is nothing before us.

Mr. Chairman: They will be taken as moved. There are cut motions.

Shri Tangamani (Madurai): I beg to move cut motions numbers 8, 9, 10, 12, 13 and 14.

Shri S. M. Banerjee (Kanpur): I move cut motions 15 and 16.

Shri Naushir Bharucha: My cut motions in List No. I are numbers 1 to 7, I move them.

Shri T. B. Vittal Rao (Khammam): I gave some cut motions yesterday. They were received a little late. I gave at 4 P.M. I may be permitted to move those cut motions.

Mr. Chairman: All right.

Shri Warior (Trichur): I had also sent some cut motions. They have not come this morning. I do not know whether they have been accepted.

Shri Jaipal Singh (Ranchi West-Reserved—Sch. Tribes): I am very sorry. I do not know what is being moved. We are not seized of what is being moved.

Mr. Chairman: You must have got the notices.

Shri Jaipal Singh: No, Sir.

Mr. Chairman: Those that have not been received up to now will be circulated now.

Shrimati Tarkeshwari Sinha: These Demands were formally placed before Parliament on the 29th November, 1960. They are now for discussion. Hon. Members must have information about what is now before the House for discussion.

Shri Jaipal Singh: I am not disputing what the hon. Minister has said. I am talking about the cut motions.

Mr. Chairman: The cut motions received today will be circulated.

DEMAND NO. 106—MINISTRY OF COMMERCE AND INDUSTRY

Mr. Chairman: Motion moved:

"That a supplementary sum not exceeding Rs. 15,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demand No. 106."

DEMAND NO. 125—MINISTRY OF IRRIGATION AND POWER

Mr. Chairman: Motion moved:

"That a supplementary sum not exceeding Rs. 8,27,47,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demand No. 125."

DEMAND NO. 129—MINISTRY OF STEEL, MINES AND FUEL

Mr. Chairman: Motion moved:

"That a supplementary sum not exceeding Rs. 6,50,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demand No. 129."

DEMAND NO. 134—MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: Motion moved:

"That a supplementary sum not exceeding Rs. 2,98,80,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March 1961, in respect of Demand No. 134."

Failure to give a fuller summary of agreement with the French firm for photo film manufacture in India

Shri Naushir Bharucha: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 15,00,000 in respect of 'capital outlay of the Ministry of Commerce and Industry' be reduced by Rs. 100." (1)

Question of payment of £62,060,000 to Pakistan towards cost of replacement works

Shri Naushir Bharucha: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,27,47,0000 in respect of 'other capital outlay of the Ministry of Irrigation and Power, be reduced by Rs. 100." (2)

Failure to make out a case for urgency of the expenditure

Shri Naushir Bharucha: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 6,50,00,000 in respect of 'capital outlay of the Ministry of Steel, Mines and Fuel,' be reduced by Rs. 100." (3)

Failure to give details of the sum required namely Rs. 6·5 crores

Shri Naushir Bharucha: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 6,50,00,000 in respect of 'capital outlay of the Ministry of Steel, Mines and Fuel' be reduced by Rs. 100." (4) .

Policy of acquiring shares in private concerns with the object of gaining control of undertakings in private sector

Shri Naushir Bharucha: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 2,98,80,000 in respect of 'other capital outlay of the Ministry of Transport and Communications' be reduced by Rs. 100." (5)

Failure to give details of valuation of shares acquired by the Government in the Mogul Line Limited

Shri Naushir Bharucha: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 2,98,80,000 in respect of 'other capital outlay of the Ministry of Transport and Communications' be reduced by Rs. 100." (6)

Failure to make out a case for the urgency of expenditure namely Rs. 2,98,80,000.

Shri Naushir Bharucha: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 2,98,80,000 in respect of 'other capital outlay of the Ministry of Transport and Communications' be reduced by Rs. 100." (7)

Delay in setting up Hindustan Photo Film Manufacturing Company for the manufacture of raw film

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 15,00,000 in respect of 'capital outlay of the Ministry of Commerce and Industry' be reduced by Rs. 100." (8)

Slow pace of implementation of the 6½ crores project as per agreement with the French firm

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 15,00,000 in respect of 'capital outlay of the Ministry of Commerce and Industry' be reduced by Rs. 100." (9)

Need for acquiring land early and the setting up of Film plant at Ooty as per agreement with the French firm

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 15,00,000 in respect of 'capital outlay of the Ministry of Commerce and Industry' be reduced by Rs. 100." (10)

Need for early steps for setting up Teleprinter factory in Guindy on the basis of an agreement with the Italian firm

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 2,98,80,000 in respect of 'other capital outlay of the Ministry of Transport and Communications' be reduced by Rs. 100." (12)

Inadequate provision for purchasing shares of Hindustan Teleprinters Limited for setting up Teleprinter factory

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 2,98,80,000 in respect of 'other capital outlay of the Ministry of Transport and Communications' be reduced by Rs. 100." (13)

Failure to indicate quantum of construction work to be completed during current year for setting up of Teleprinter factory

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 2,98,80,000 in respect of 'other capital outlay of the Ministry of Transport and Communications' be reduced by Rs. 100." (14)

Need for expediting the setting up of the plant for the manufacture of raw films

Shri S. M. Banerjee: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 15,00,000 in respect of 'Capital Outlay of the Ministry of Commerce and Industry' be reduced by Rs. 100." (15)

Need for expediting purchase of drilling machinery

Shri S. M. Banerjee: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 6,50,00,000 in respect of 'Capital Outlay of the Ministry of Steel, Mines and Fuel' be reduced by Rs. 100." (16)

Mr. Chairman: The Demands and cut motions are before the House.

Shri S. M. Banerjee: I would like to make some observations on Demand Nos. 84 and 106. I will first of all deal with Demand No. 84.

Here certain cases have been referred to. It is said:

"A sum of Rs. 30,966 is required to meet the expenditure on the payment of two amounts of Rs. 24,953 and Rs. 6,013 decreed/awarded against the Government in cases detailed below."

In dealing with the cases, it is said:

"(a) A postal clerk was dismissed from service on 19th January 1952 for misappropriation, abstraction of contents of insured parcels, etc. The official filed a suit that he had been wrongly dismissed from service. The court held the order to be invalid, and decreed a payment of Rs. 24,953 on account of arrears of pay and allowances to the official from 19th January 1952 (i.e., the date of dismissal) to the date of his superannuation and also the proportionate cost of the suit."

I do not stand for those who have misappropriated Government money. A man who is guilty should be punished, but here is a case of an employee who must have been suspended or removed from service. He went in appeal and took the protection of the court and ultimately he was awarded this by the court.

Shri T. B. Vittal Rao: On a point of order. This Demand relates to the Ministry of Communications. I do not find either the Minister or the Deputy Minister here. On several occasions the hon. Speaker has ruled that when the supplementary demands are being discussed in the House, all the Ministers should be present. There are not only cabinet Ministers and Ministers of State but also two Deputy Ministers in most of the Ministries. At least one of them should be here.

Mr. Chairman: There is no point of order in this. Any Minister is good enough.

Shrimati Tarkeshwari Sinha: Formally the Finance Minister takes charge of all the supplementary demands.

Shri Jaipal Singh: I disagree with the hon. Member. I am fully satisfied.

Shri S. M. Banerjee: I may bring it to your notice that during the recent strike many employees were arrested, suspended or removed from service for participation in the strike. As you are aware, all the cases pending in the courts under Ordinance No. 1, sections 4 and 5, have now been withdrawn.

16·33 hrs.

[SHRI JAGANATHA RAO *in the Chair*]

I am afraid that if these cases are not decided by the hon. Minister of Transport and Communications and if their cases continue pending, they may seek the protection of the court, and a day may come when in this very House, supplementary demands will be put up again and we will be asked to vote that particular amount.

I would mention for your information two typical cases. One is that of Gajanan Raut. With the calling off of the strike on the 17th July, 1960, a number of officials in P. & T. Mail Motor Service were placed under suspension. Shri Gajanan Raut, a driver was one among them. He

[Shri S. M. Banerjee]

continued under suspension till the end of November. During this long period of four and a half months, he was not served with any memorandum of charges, there being none. He has now been taken back to duty and the entire period of suspension has been treated as on duty. Government should have taken a decision at least four months back, but now he has been taken back and he has to be paid arrears of pay.

Another case which is very interesting is that of Ranjit Singh. On the 13th July, the official was on duty in Jullunder RMS from 17.15 hours to 00.30 hours. He was placed under suspension from the same date for his arrest by the police. He was tried in the court of Shri R. D. Sayal, P.C.S., Magistrate 1st class, Jullunder. The learned Magistrate acquitted the official and observed that the prosecution had failed to prove their case against the accused. In spite of this, the suspension order against the official was not revoked and he continues under suspension. The official has now been charged on two counts, *viz.*, violation of rule 30 of P.&T. Manual Vol. II. inasmuch as he has been absent from duty without leave and without intimation from 13th July, 1960, and contravention of rule 4-A of CCS (Conduct) Rules, 1955 inasmuch as he has been absent from duty from 13th July, 1960. The charges are not at all tenable since the official concerned was placed under suspension from 13th July, 1960. I have got with me here a long list, and I am sure the hon. Minister of Transport and Communications who is treating many cases very leniently will kindly take a lenient view of the entire cases pending before him. In Vijayawada and Kurnool in the Andhra Circle, in fact, in every circle, whether it be the Andhra Pradesh circle, or the Madras circle, or the Bihar circle, or the Rajasthan circle or the U.P. circle, there are many cases which are pending. The individuals have either been removed from service, or they have been retired compulsorily under various rules. A day may come when if natural justice is denied to them by the Department, they may have to seek the protection of the court. So, my submission is that the hon. Minister must decide these cases as expeditiously as possible. I am not going to make capital out of this discussion because this deals with a Supplementary Demand for Grant, but I am referring to these cases because a case has been referred to specifically where Government have had to pay a sum of about Rs. 24,000 to an employee, and we are asked to vote for that sum. So, it is proper that those cases of suspension, removal or dismissal should be decided as early as possible. I would take this opportunity of making another fervent appeal to the hon. Minister to kindly finalise those cases.

Now, I come to Demand No. 106. You are aware that a raw film factory is going to be established probably in Ootacamund.

Shri Jaipal Singh: Why not in Darjeeling?

Shri S. M. Banerjee: I do not mind, because I happen to come from West Bengal also. But it has been decided that it will be in Ootacamund. We find from the Explanatory Memorandum that:

> "The question of setting up a plant for the manufacture of raw films for cinema industry as well as photographic paper, films and X-ray films was under consideration of the Government for a considerable time. After detailed consideration of the various proposals received, it was decided to accept the offer of a French firm and an agreement was signed with them on 25th April, 1960."

I may be a hundred per cent. wrong, and I wish I should be wrong. My

information is that this French firm has no capital in France. This France firm is going to Export certain junks to us. I would like to know what the position of this French firm is. I hope this will not prove to be another liability on us. I would like to know what the agreement is, and what the terms of the French company are. As I said in the beginning, I wish that my information is incorrect or wrong. But cretain information was given to me that for the last four or five years, this particular firm has not produced anything, and now with the help of some people who negotiated, this firm wants to Export all junks to us, because they are of no use in France or they cannot do possibly anything with them there. So, my fear is this, and I would like to know from the hon. Minister what the terms of the agreement are, who negotiated with them, and whether the financial position of this firm is sound or not.

In conclusion, I would once again emphasise that the hon. Minister of Transport and Communications should kindly reconsider the cases of those who were removed, suspended or discharged or who still are suspended. He has dealt with those cases leniently, and I must thank him for taking this lenient view in many cases. But still, we must see that no opportunity may arise in the future when some people may move in a court of law, and may be reinstated under the orders of the court, and again, this House may be asked to vote for a further sum.

As for the second Demand on which I have spoken, I may make it clear that I have no grouse against this French firm, but I would like to know the financial soundness of this firm. I would like that a copy of this agreement is placed on the Table of the House, so that we know that we are not trying to produce raw films in this country with the help of a particular firm which is nothing but raw.

Necessity of giving more facilities and concessions to Raj pilgrims in the Mogul Line purchased by the Government.

Shri Warior: I beg to move:

"That the demand for a supplementary grant of a sum of not exceeding Rs. 2,98,80,000 in respect of 'Other Capital Outlay of the Ministry of Transport and Communications' be reduced by Rs. 100." (**21**).

In doing so, I have only some brief observations to make.

As regards Demand No. 129, it is stated in the footnote that the procurement of drilling rigs and other equipment required for the Commission have to be imported from abroad takes considerable time. In this respect, I have to refer to one or two facts given in answer to a question asked sometime ago in this House itself. The Minister was telling us that three rigs were ordered from Rumania and only two were brought, the third being under negotiation. As far as I know, this is a very important matter because almost all our efforts should be channelised now for drilling in the Cambay and Ankleshwar regions in order to expedite the extraction of oil, so that we may get oil before the scheduled time. In this respect, the prototypes had been given to our Government very long ago. The experts concerned did not take a decision early enough so that firm orders could be placed. That is why the delay has come about. Now I understand that we can have this equipment—rigs and other equipment—from Rumania itself. I do not know why there has been so much delay on the part of Government here. Perhaps it may be due to red-tape. I would ask the Minister to expedite the matter. According to reports, this has also delayed drilling activity in the Cambay region. This needs attention from the Ministry.

Another aspect is about the refineries. In this connection, questions were asked here. How can we refine crude

[Shri Warior]

oil and make use of it unless we have refineries to do so? But even now we are not taking as much care as we should to expedite this matter of establishing a refinery not only in the Cambay region but also in other regions. Sometime ago there was talk of establishing a refinery in the south, somewhere in Cochin or Madras or somewhere else. I do not know why that scheme was shelved afterwards. There is no talk of it heard now-a-days. I am told that we have even abrogated the agreement we were to reach with the Soviet Union for the import of crude oil. The oil refineries here which are more or less British-American concerns were not prepared to refine the crude oil imported from the Soviet Union. So the import of crude oil offered on very good terms from the Soviet Union was left out—in spite of the fact that it was available at a much lesser price than elsewhere.

Because we do not want to have a refinery in the south and because refineries to be established could be only in the public sector, I think some wire-pullings must have taken place so that the entire matter was left out. The Commission must take up this matter once more. It is highly necessary that the south should have an oil refinery, because it is a big region. Our transport requirements are so much. We are having bottlenecks; from Cochin port about 8 trains are running daily carrying oil only to the interior in the South. So if there is a refinery in the South—I do not mind whether it is in Cochin or Madras or any other place—that region can be easily supplied. This is a matter worth considering by the Ministry.

As regards Demand No. 134, I have to make only a brief observation. This Demand is for the purchase of the shares of Moghul Line.

Now, this Moghul Line is coming into the hands of Government. More or less, Government is going to have control over the affairs of the Moghul Line. This Moghul Line, particularly, is taking pilgrims to the Haj, pilgrims from Bombay to Mecca and other places. About 20,000 pilgrims are going annually from Bombay to the Haj. Out of the 20,000, as far as I can understand, there are about 8,000 to 10,000 from the South, from Malabar especially. These are moplahs coming from Malabar coast. They are a very devout set of people. Most of them are illiterate and uneducated. Although they are very devout Muslims, they cannot understand the ways and means of going to the Haj. So, they depend upon other people. Those other people, I do not say invariably but in almost 70 per cent. of the cases, are crooks; and these poor Muslims are cheated especially in procuring tickets and in reserving berths in the ships and other things. Not only that; they pay more than what is to be paid. I think the Moghul Line has fixed about Rs. 500 up and down. But, actually, they are paying more than that because these poor people are illiterate and they get squeezed by the hooks and crooks. I will appeal to the Ministry to see that these people get some concessional rates from the Moghul Line.

You will note that for the face value of the Rs. 100 per share of the Moghul Line we are paying Rs. 360. This appreciation of the share value itself, if there is no other evidence, because the pilgrims who go to Haj are paying all this money, shows that there is considerable traffic in that line. So, Government can naturally reduce the fare and give some concessions and conveniences to these pilgrims going to the Haj from Bombay.

Then there is another Demand, Demand No. 106. This is about the establishment of the film factory at Ootacamund. During the Budget Session, there was a question put by my hon. friend Shri Tangamani about this and there were supplementary questions also. I have not got the report which my hon. friend Shri

Banerjee just now mentioned here. But, from the replies that were given at that time we understand that this firm although it is not exporting much to India had large production there and almost 70 to 75 per cent. of the film world in France were making use of the production of this particular French firm which has now come for collaboration and entered into an agreement with the Government of India. There are many technical questions involved in this, as for instance, techni-colour films etc. I am not going into details.

This question is very important because, I understand, in the film industry there is so much of shortage. Not only that; the film licences are going into the black market at such high rates of premium that it has become a'most impossible for genuine producers of films to get raw films.

Shri D. C. Sharma: Is there black marketing in films also?

Shri Warior: Black-marketing has become the general characteristic of our economy. I am not going into the general things. If I get a licence to get film for the cinematograph I can sell it with 120 per cent. premium in any market in India. That is the position today because of the dearth of film, the import restrictions and all these things. Not only for cinematograph but also for ordinary camera purposes, for ordinary photography also there is so much of dearth and we have import restrictions. Naturally, we have to restrict imports of certain things like this because this is considered, more or less, as luxury goods. There are many other things. The establishtment of industrial production must be expedited at an early date so that we can overcome all these difficulties. I am glad that this is coming up in Ooty, because even though we hear and we also desire that a particular thing will come up in the south when the final thing comes out we find that it has been taken over to some other place, not exactly always to the north but to some place in the middle of south and north.

Then I come to Demand No. 72. Looking at this one will find that the Government spends more on technical grounds instead of coming to some sort of conciliation with the employees whenever disciplinary actions are taken. Whenever there is a loss of income the employees naturally resort to the court and get redemption there. Instead of sending them to the court and finally paying the whole amount or more than that, why should not the Government have a new approach in this respect. We find a similar item in every Supplementary Demand for Grant. The Demand is for Rs. 950. Finally the court ordered something like Rs. 520 or so to be paid to the claimant. What will be the court fee? The cost must be borne by both the parties. The Government will have to pay the legal cost also. A Government pleader will have to be engaged for this. Therefore it will be something more than Rs. 950. Therefore, whenever an employee is dismissed or suspended, why should not the Government approach the party and settle at least the amount payable so that the exchequer will not be a loser after all this process. The Government can do that with sufficient legal advice so that the Government is not drawn in future to any further compromise, conciliation or some other legal action. This is done by private parties whenever there is some dispute. They settle these things outside the court. The Government can also do it; only it must not be illegal and it must not be giving room for some other further action. If that precaution is taken, the Government can come to an understanding with the employee and settle the matter out of court so that it will ultimately be a gain to the exchequer.

Sir, I move my cut motions.

Delay in the drilling of wells in Cambay Region

Shri T. B. Vittal Rao: I beg to move:

"That the Demand for a Supplementary Grant of a sum not

[Shri T. B. Vittal Rao]

exceeding Rs. 6,50,00,000 in respect of 'Capital Outlay of the Ministry of Steel, Mines and Fuel' be reduced by Rs. 100." (17).

Delay in the procurement of drilling rigs

Shri T. B. Vittal Rao: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 6,50,00,000 in respect of 'Capital Outlay of the Ministry of Steel, Mines and Fuel' be reduced by Rs. 100." (18).

Immediate need for taking steps for the establishment of the refinery at Cambay

Shri T. B. Vittal Rao: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 6,50,00,000 in respect of 'Capital Outlay of the Ministry of Steel, Mines and Fuel' be reduced by Rs. 100." (19).

Organisation for carrying out the hydrographic survey of the Gulf of Cambay

Shri T. B. Vittal Rao: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 6,50,00,000 in respect of 'Capital Outlay of the Ministry of Steel, Mines and Fuel' be reduced by Rs. 100." (20).

Sir, the Demand No. 129, Capital Outlay, under the Ministry of Steel Mines and Fuel is for a sum of Rs. 6,50,00,000. In the last budget, a grant was given for a sum of Rs. 8·5 crores for this Oil and Natural Gas Commission. When such a huge amount is asked, there should be proper explanation given. Reading through the notes given in the Supplementary Demands, one cannot make out anything out of this. If it is not possible to include it in the booklet, at least the Minister could make a introductory speech on this demand, because the demand is for Rs. 6·5 crores, and that too for one particular department in the Ministry. Unfortunately, the Minister has not done that.

My cut motion No. 20 refers to the hydrographic survey which will be carried out in the Gulf of Cambay. Who is to carry out this survey? Even the Ministry of Transport are not in a position to carry out such surveys for want of technical men in that Ministry. A few years ago, when the question of hydrographic survey of the Indian Ocean for the Sethusamudram project came up, Shri Rai Bahadur told us that this had been entrusted to the Indian Navy. So, I do not know whether this division has got any team with them; I do not know their number and qualifications. When the Ministry of Shipping itself does not possess under them an efficient team of surveyors for this hydrographic survey, I do not know who will carry out this survey in the Gulf of Cambay. I wanted to mention this specially because, I have an apprehension whether this survey is going to be conducted by our Indian personnel or it is going to be entrusted to any foreign expert, because in this oil business, we are collaborating with certian foreign experts.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Since my name has been mentioned, I should like to make a clarification. So far as hydrographic surveys are concerned, it is true that we entrusted the work to the Indian Navy. In fact, it properly comes under their purview of functions, because they are ultimately responsible to draw up what are called as Admiralty charts. It is necessary, therefore, that they should continue to deal with this particular thing.

Shri Tangamani: Are you utilising the services of the hydrographic surveyors who are available in the country?

Shri Raj Bahadur: That is a different question. I have already replied to that on a number of occasions. When the proper occasion comes, I will again reply to that.

Shri T. B. Vittal Rao: As stated by the hon. Minister for Shipping, if this hydrographic survey has to be carried out in the Gulf of Cambay by the Indian Navy, this demand should naturally go to the Defence Ministry. Then later on, the charges could be debited to the department which has asked the Indian Navy to conduct this hydrographical survey. That would be the proper procedure. Then this demand would not have appeared under the Ministry of Defence. But even now I am not very clear as to who will carry out this hydrographical survey in the Gulf of Cambay. If we have to go ahead with our programme of oil prospecting and oil exploration, that is very essential.

Mr. Chairman: Since the hon. Member is likely to take some more time, he might continue tomorrow.

---

17 hrs.

*MINIMUM PRICES OF AGRICULTURAL COMMODITIES

Mr. Chairman: The House will now take up the half an hour discussion on "Minimum Prices of Agricultural Commodities". Shri Braj Raj Singh.

Shri Sinhasan Singh (Gorakhpur): I want to put question on this.

श्री ब्रजराज सिंह (फीरोजाबाद) : सभापति महोदय, यह आधे घंटे की चर्चा २८ नवम्बर को खाद्य मंत्री द्वारा दिए गए प्रश्न संख्या ५१८ के उत्तरों के सम्बन्ध में है। जो अनुपूरक सवाल उस दिन खाद्य मंत्री महोदय से पूछे गए थे, उन में से एक के सम्बन्ध में श्री एस० के० पाटिल ने यह कहा था —

> "I am more anxious than any Government in this country to see that the prices are fair to the farmers."

उस में और इस से पहले भी खाद्य मंत्री महोदय ने विभिन्न समयों पर ऐसे वक्तव्य दिये हैं, जिस से ऐसा लगता है कि वह वास्तव में कृषि-जन्य पदार्थों के मूल्य कुछ इस तरह से बांधना चाहते हैं कि हिन्दुस्तान के खाद्यान्न पैदा करने वालों, किसानों, को उचित मूल्य मिल सके। १० मार्च को खाद्य मंत्री महोदय ने कांग्रेस पार्लिमेंटरी पार्टी की स्टैंडिंग कमेटी में इस तरह के विचार प्रकट किये थे। २२ मार्च, १९६० को इसी सदन में बजट पर बोलते हुये उन्होंने इसी तरह का इशारा किया था। उस के बाद २३ मार्च को फिर एक प्रश्न के जवाब में भी खाद्य मंत्री महोदय ने यह बात कही कि वह इस तरह की कमेटी बनाना चाहते हैं। उस के बाद फिर २३ अगस्त को इस सदन में प्रश्न-संख्या ६५२ के उत्तर में भी उन्होंने यह कहा कि अब वह दो कमेटियां बनाने के पक्ष में हो गये हैं—एक कमेटी तो कृषिजन्य पदार्थों के लिये एक सलाहकार समिकृत के रूप में होगी, जो कि सिर्फ सरकारी अधिकारियों की होगी और दूसरी कमेटी, जिस को उन्होंने फ़ार्मर्ज एंड वाइजरी पैनल का नाम दिया था, ऐसे लोगों की होगी, जिस में गैर-सरकारी लोग भी आ सकेंगे, आर्थिक विशेषज्ञ आ सकेंगे और जो दो तीन महीने में मिलेगी, जब कि पहली कमेटी के अधिवेशन लगातार होते रहेंगे और वह कृषि-जन्य पदार्थों के मूल्यों को तय करने के आधार तय करेगी। उस के बाद अब प्रश्न आया, तो उस में एक सीधा सवाल पूछा गया था कि जब इतने दिन हो चुके हैं, तो आखिर इस में देर क्यों

*Half an hour discussion.

[श्री ब्रजराज सिंह]

की जा रही है। इस के उत्तर में खाद्य मंत्री महोदय ने कहा कि इस देर से किसानों की कोई हानि नहीं होने वाली है। मैं उनके इस वक्तव्य का स्वागत करता हूं लेकिन मैं यह पूछना चाहता हूं कि जब उन्होंने यह विचार प्रकट किया था, तब से एक साल से ऊपर होने को आया है, तो फिर इस विषय में दिक्कत क्या है। जो लोग खाद्य पदार्थ पैदा करते हैं, वे भी खाद्य मंत्री महोदय के इस विचार का स्वागत करते हैं। हमारे मुल्क में और सब चीजों के दाम तय होते हैं। टैरिफ़ कमीशन कपड़े, सीमेंट, लोहे और कारखाने की दूसरी पैदावार के दाम तय करता है और यह देखता है कि उत्पादक को कितना मूल्य मिलना चाहिए और उपभोक्ता, कनज्यूमर, को किस मूल्य पर चीज मिलनी चाहिये। हमेशा इस बात का ख्याल रखा जाता है कि उत्पादक को हानि न पहुंचे। लेकिन यह दुर्भाग्य की बात है कि जिस क्षेत्र में हर साल ३,००० करोड़ रुपये का आदान प्रदान होता है, अर्थात् खाद्यान्न के क्षेत्र में, उस में न तो टैरिफ़ कमीशन जैसी कोई चीज है और न ऐसा कोई बोर्ड या कमेटी है, जो यह तय करे कि आखिर किसान जो गल्ला पैदा करता है, या और चीज पैदा करता है, उसका उत्पादन मूल्य क्या है। इसी प्रश्न को २८ नवम्बर को उठाया गया था, जिस के उत्तर में खाद्य मंत्री महोदय ने कहा कि हम भी यही करना चाहते हैं, लेकिन अभी वह हो नहीं पाया है।

मैं यह निवेदन करना चाहता हूं कि बार बार अखबारों में यह चर्चा निकलती है कि खाद्य मंत्री के इस प्रस्ताव का मंत्री-मंडल या सलाहकार परिषद्, प्लानिंग कमीशन, विरोध करते हैं। मुझे इस से काई मतलब नहीं है कि इस सम्बन्ध में कैबिनेट में या सलाहकार परिषद् में क्या विचार हैं। मैं तो यह जानना चाहता हूं कि जब वह ऐसा सोचते हैं कि किसान के हित में खाद्यान्न के मूल्य तय होने जरूरी हैं, तब आखिर इस में देर क्यों हो रही है। अब दिसम्बर आ गया है। तीन महीने बाद तीसरी पंच-वर्षीय योजना शुरु होगी, यदि इस में इसी तरह से देर होती है, तो इस का नतीजा यह होगा कि किसान इस बात का निश्चय नहीं कर सकेगा कि उसे उत्पादन किस तरह बढ़ाना है।

Shri Raghunath Singh (Varanasi): There is no quorum in the House.

Mr. Chairman: There is necessity of quorum after five o'clock.

श्री ब्रजराज सिंह: माननीय सदस्य यह जानते नहीं हैं, यही तो मुसीबत है। कई बार यह व्यवस्था दी जा चुकी है कि ५ बजे के बाद कलोरम का सवाल नहीं उठाया जायेगा।

श्री रघुनाथ सिंह: माननीय सदस्य ने भी यह सवाल रेज किया था।

श्री ब्रजराज सिंह: अगर माननीय सदस्य चाहें, तो वह जा सकते हैं।

तीसरी पंच-वर्षीय योजना में हम खाद्यान्न का उत्पादन करीब करीब ड्योढ़ा करने को हैं। अगर हमें ऐसा करना है और बाहर से हम जो करोड़ों रुपये का गल्ला हर साल मंगाते हैं, उसे खत्म करना है, तो फिर ऐसी नीति निर्धारित करनी होगी, जिस से जो लोग गल्ला पैदा करते हैं उन को उचित मूल्य मिल सके।

इस सम्बन्ध में मैं पहले यह कहना चाहता हूं कि खाद्य मंत्री महोदय एक कमेटी या दो कमेटियां बनाने से पहले यह निश्चित करें कि इस कमेटी या पैनल का यह भी कर्तव्य होगा कि वह यह देखे कि किसान जो पैदावार करते हैं, चाहे गन्ना, चाहे गेहूं और

चावल, उन का उत्पादन मूल्य क्या है, उन का कास्ट स्ट्रक्चर क्या है। उस को देखने की कोशिश नहीं की गई है। मुझे ताज्जुब है कि एक दिन इसी सदन में वित्त मंत्री, श्री मोरारजी देसाई, ने कहा था कि चूंकि कास्ट-स्ट्रक्चर का पता लगाना बहुत बड़ी समस्या है, इसलिए उस के बारे में कोई बात नहीं की जा सकती। मुझे खेद है कि इस तरह की बात सरकार की तरफ से कही जाये। मुझे खुशी है कि खाद्य मंत्री महोदय सम्भवतः इस बात को नहीं मानते हैं। अगर ऐसा है, तो उन्हें इस बारे में कोई निश्चित कदम उठाना चाहिए और वह कदम यह है कि इस तरह की जांच-पड़ताल की जाये, इस तरह का एक सवक्षण, सरवे किया जाये कि किस कृषि-जन्य पदार्थ का क्या उत्पादन-मूल्य होता है और किसान को उस की कीमत क्या मिलेगी, जिस से वह अपना खर्चा निकाल सके। यह सिद्धान्त रूप में तय किया जाना चाहिए। उदाहरणस्वरूप यदि यह पता लगे कि गेहूं का उत्पादन-मूल्य १४ रुपये मन है, और १६ रुपये मन उसे किसान से खरदा जाये, तब उस का खर्चा चल सकेगा, तब हम, जिसे कहा जाता है कम से कम कीमत, उस को तय करने का प्रयत्न करें। जब तक यह नहीं देखा जायेगा कि किसी खास चीज का उत्पादन-मूल्य क्या है, तब तक ऐसी कमेटी से कोई लाभ नहीं होगा और मुझे शंका है कि जिस तरह की कमेटी खाद्य मंत्री महोदय बनाना चाहते हैं, वह तो हमेशा इस तरह की बात करेगी, जिस से खाद्य-पदार्थ पैदा करने वाले लोगों के हितों की हानि होगी। जब तक ऐसी कमेटी नहीं बनती, जिस में किसानों के सच्चे प्रतिनिधि हों, तब तक उन को लाभ नहीं हो सकता।

उन्होंने दो कमेटीज बनाने की बात कही है। म यह समझता हूं कि जो पर्मानेंट कमेटी होगी—एग्रीकल्चरल कामोडिटीज एडवाइजरी कमेटी, यह जरूरी नहीं है कि उस में सिर्फ विभिन्न मंत्रालयों के प्रतिनिधि ही रहें। उस में भी देश के कुछ कृषि विशेषज्ञ या आर्थिक विशेषज्ञ, जिन का कि कृषि से सम्बन्ध हो, स्थायी रूप से रखे जा सकते हैं वे दिन-प्रति-दिन इस समस्या का अध्ययन कर सकते हैं और सरकार और मुल्क के सामने रिपोर्ट पेश कर सकते हैं कि किस वस्तु का क्या मूल्य हो।

आज सारे हिन्दुस्तान के किसानों का कोई संगठन नहीं है, जब कि मजदूरों के, जिन की संख्या ३० लाख से ज्यादा नहीं है—मेरा मतलब संगठित मजदूरों से है—कई कई संगठन होते हैं और उन के प्रवक्ता होते हैं। यही कारण है कि वे अपनी समस्याओं का समाधान करा पाते हैं और मुझे इस की खुशी है कि वे ऐसा करा पाते हैं। लेकिन इस के साथ साथ इस मुल्क के जो २७ करोड़ लोग खेती पर निर्भर करते हैं, उन का कोई संगठन न हो और उन की तरफ सरकार ध्यान न दे तो मैं समझता हूं कि देश की जनता का बहुत बड़ा भाग ऐसा रह जाता है जिस के हितों की रक्षा नहीं होती है। इसलिये मेरा निवेदन है कि इस तरह की कमेटी बनाई जाये। और अगर इस तरह की कमेटी बनाई जाती है तो मैं चाहूंगा कि इस के बनने की घोषणा ३१ मार्च १९६१ के पहले निश्चित रूप से हो जानी चाहिये इस में कोई देर नहीं होनी चाहिये। मुझे इस से मतलब नहीं है कि प्लानिंग कमीशन क्या विचार रखता है और मंत्रिमंडल के दूसरे सदस्य क्या विचार रखते हैं। निश्चित रूप से ृीय पंच वर्षीय योजना शुरू होने से पहले इस कमेटी के निर्माण और उस के कर्त्तव्यों की घोषणा हो जानी चाहिये। साथ ही साथ यह भी तय हो जाना चाहिये कि उस के इस तरह के कर्त्तव्य होंगे जिस में किसानों के हितों की वाकई रक्षा हो सके। दुःख की बात है कि कुछ लोग ऐसा सोचते हैं, चाहे सरकार में हों या प्लानिंग कमिशन में, कि अगर कोई इस तरह की कमेटी बनाई जाती है तो इस का स्थायी दबाव सरकार

[श्री बजराज सिंह]

पर रहेगा कि किसान की पैदावार की कीमत बढ़ाने से देश में इन्फ्लेशन बढ़ सकता है और चीजों के दाम बढ़ सकते हैं। म निवेदन करना चाहता हूं कि चीजों के दाम का लक्ष्य सिर्फ यह नहीं होना चाहिये कि जो उपभोक्ता है उसे उचित दाम पर चीजें मिलती रहें, बल्कि यह ी ोना चाहिये कि जो इस देश में खती करने वाला है और देश में जो बहुमत में है, उस को उचित दाम मिलें। जब तक यह लक्ष्य सामने नहीं रक्खा जाता है तब तक मैं समझता हूं कि न पंचवर्षीय योजनायें सफल हो सकती हैं और न उपभोक्ता का ही हित-साधन हो सकता है। इस लिये मैं चाहूंगा कि ३१ मार्च, १९६१ से पहले निश्चित रूप से यह घोषणा की जाय ताकि .तीय पंच वर्षीय योजना के लिय निश्चित मूल्य ीति निर्धारित की जा सके।

जब उचित मूल्य नीति की बात क ी जाती है तो अक्सर सोच लिया जाता है कि उपभोक्ता को उचित मूल्य पर खाद्य पदार्थ मिल सकें। इस सम्बन्ध में उपभोक्ताओं का ख्याल न रख कर उत्पादक जो है उस उस का खयाल रक्खा जाये, और वह तभी हो सकेगा जब निश्चित सिद्धान्त तय कर दिये जायें कि उस का उत्पादन व्यय क्या है। और यह बात तब तक नहीं हो सकेगी जब तक सरकार ऐसी कमेटी बना कर उस के कर्त्तव्य निश्चित नहीं करती है और यह निश्चित नहीं करती है कि इन चीजों का उत्पादन व्यय क्या है। उदाहरण के लिये मैं कहना चाहता हूं कि उत्तर प्रदेश और बिहार में गन्ने की खेती बहुत होती है और देश की चीनी का बहुत बड़ा भाग इन दो प्रदेशों से ही आता है। पिछले चार, पांच सालों से गन्ने के उत्पादक यह मांग करते आये हैं कि उन के गन्ने की कीमत बढ़ाई जाये। हम चीनी की कीमत पूरी लेते हैं, चीनी पर सरकार का टैक्स काफी हो जाता है, मूल्य का एक तिहाई टेक्स है लेकिन गन्ने के किसानों की कीमत को नहीं बढ़ाया जाता। पिछले साल एक आन्दोलन हुआ, इस साल भी आन्दोलन होने की बात है। आप क्यों ऐसी बात निश्चित नहीं करते कि आखिर एक मन गन्ना पैदा करने में किसान का खर्च क्या आता है। जब आप तय करेंगे कि एक मन गन्ने का उत्पादन व्यय क्या है, तो निश्चित रूप से आप तय कर सकेंगे कि किसान को क्या कीमत मिलनी चाहिये। इस बारे में विभिन्न मत हैं। कुछ लोगों का मत है कि एक मन गन्ने का दाम १रु० १४ आ० और १ ए० १५ आ० तक किसानों को मिलना चाहिये, लेकिन सरकार जो कीमत तय करती है वह १ रु० १० आ० या १ रु० १२ आ० मन होती है। इस तरह से किसानों को उस का उचित मूल्य नहीं मिल पाता है जब तक गन्ने, गेहूं, चावल और दूसरी जो मुख्य चीजें हैं किसानों की पैदावार की, उन के उचित मूल्य निर्धारित नहीं किये जाते। इस में यह बात नहीं कही जानी चाहिय कि इस से इन्फ्लेशन बढ़ जायेगा। हिन्दुस्तान के ७० फीसदी किसानों के लिय' जो कि इन चीजों को .दा करते हैं, दाम निश्चित होने से अगर इन्फ्लेशन के बढ़ने की बात कही जाती है तो वह बनावटी बात है। हम देखते हैं कि दो पंचवर्षीय योजनायें खत्म हो चुकी हैं, लेकिन किसानों का जीवन स्तर नहीं बढ़ रहा है। उस के बच्चे पढ़ नहीं पाते हैं, उन को ठीक से कपड़े नहीं मिलते हैं, खाने के लिये उन के पास पूरा नहीं है। जब एसी हालत है तो निश्चित रूप से यह बात होनी चाहिये कि जिस चीज पर वह निर्भर करते हैं, उस का उन्हें उचित मूल्य मिले। उचित मूल्य की परिभाषा क्या है, इसे यह कमेटी तय करे। वह देख कि उस का उत्पादन व्यय क्या है और उत्पादन व्यय पर कितना लाभ उसे मिलना चाहिये। यह उचित मूल्य का सिद्धान्त है। उचित मूल्य इस

दृष्टि से नहीं तय किया जाना चाहिये कि चूंकि विदेशों से गल्ला चला आ रहा है वह यहां पर १४ या १५ रु० मन बिकता है, इस लिये यहां का अनाज भी उसी हिसाब से बिके।

इस के साथ ही साथ हमें यह भी निश्चित कर देना चाहिये कि एक फसल से ले कर दूसरी फसल तक गल्ले के दाम इतने न बढ़ने पायें जिस से उपभोक्ता को कष्ट हो। यदि गल्ले के दाम १ आ० प्रति सेर के हिसाब से या ढाई रुपय प्रति मन के हिसाब से ज्यादा बढ़ जायें तो यह ठीक नहीं है। सरकार इस के लिये कदम उठाये कि एक फसल और दूसरी फसल के बीच में इस से ज्यादा दाम नहीं बढ़ सकेंगे। यदि ऐसा होगा तो इस से न सिर्फ उत्पादक को ही फायदा होगा बल्कि उपभोक्ता को भी फायदा होगा और उसे ज्यादा दाम नहीं देने पड़ेंगे।

मुझे अफसोस है कि शायद हमारे खाद्य मंत्री महोदय फूडग्रेन्स की स्टेट ट्रेडिंग को उचित हल नहीं समझते। इस से मुझे ऐतराज नहीं है लेकिन इतना निश्चित होना चाहिये कि जब तक सरकार यह तय नहीं करती कि कम से कम और ज्यादा से ज्यादा कीमत इतनी होगी और इस से कम या इस से ज्यादा कीमत नहीं ली जायेगी, जो कि निश्चित रूप से दो फसलों के बीच में १ आ० सेर के हिसाब से ज्यादा नहीं होगी, तब तक न उत्पादक के हित की रक्षा होगी और न उपभोक्ता का ही हित सुरक्षित हो सकेगा। इसलिये इस में देर नहीं होनी चाहिये। बार बार जो सवाल पूछे गये हैं, उन में यह कहा गया है कि विचार हो रहा है और जो खबरें सुनने को मिलती हैं उन से लगता है कि इस बारे में मतभेद है। मतभेद दूर किये जाने चाहियें और ऐसे कदम उठाये जाने चाहियें जिन से किसानों के लिये उचित मूल्य निर्धारित हो सकें और ऐसे मूल्य निर्धारित होने चाहियें जो कि खर्च के अनुरूप हों।

श्री रघे लाल व्यास (उज्जैन) : आज मेरे मित्र श्री ब्रजराज सिंह ने जो प्रश्न उठाया है वह अत्यन्त कठिन है और मैं यह जानना चाहता हूं कि किस तरह से मूल्य निर्धारित किया जायेगा। यह कोई नई बात नहीं है। जापान, साउथ अफ्रीका, अमरीका, कैनाडा और योरप के तमाम कंट्रीज ने यह सिद्धान्त निर्धारित कर दिये हैं। मेरी समझ में नहीं आता कि हमारे यहां देर क्यों लग रही है और आप इतना विलम्ब क्यों करते हैं जब कि अनाज की हमारे यहां कमी है। हम ने देखा कि हमारे यहां १० रु० मन गेहूं बिक गया। आप जो बोर्ड बनाना चाहते हैं वह क्या केवल यह बता देगा कि कीमत इतनी होनी चाहिये, या उस के साथ यह गारेंटी भी होगी कि किसानों को यह कीमत मिलेगी। इस के अलावा जसा कि यू० के० में है कि जितनी कीमत निर्धारित की जाती है यदि वह नहीं मिलती है किसान को और वह बाजार में जिस भाव पर बेचता है वह निर्धारित भाव से कम है तो वह गवर्नमेंट को दरख्वास्त दे देता है और उस को बाकी का रुपया सरकार देती है, क्या इस प्रकार की भी व्यवस्था की जायेगी इस बोर्ड को बनाते समय कि किसानों को उन की पूरी कीमत मिले?

श्री बिहसर सिंह: मैं माननीय मंत्री जी का ध्यान दिलाना चाहता हूं उस बात की तरफ जो मैंने 'लिंक' अखबार में पढ़ी कि पंजाब गवर्नमेंट स्टेट ट्रेडिंग करती है और काफी सक्सेसफुली करती है उस को, और इस कारण किसानों को कम से कम १४ रु० मन की गेहूं की कीमत दे रही है और उपभोक्ताओं को भी १६ रु० मन गेहूं मिल जाता है। श्री ब्रजराज सिंह कहते हैं कि २ रु० मन का अन्तर हो और बढ़ी हो रहा है। लेकिन मंत्री महोदय इस स्टेट ट्रेडिंग के खिलाफ हैं और यह चाहते हैं कि वहां

[श्री सिंहासन सिंह]

ट्रेडिंग उठ जाये ताकि मिडलमैन जो हैं वह अपना व्यवसाय करें। क्या यह बात सही है कि वहां पर जो स्टेट ट्रेडिंग कामयाबी के साथ आज चल रही है नैशनल डेवेलपमेंट कौंसिल के फैसले के मुताबिक, उस को माननीय मंत्री महोदय नहीं चाहते हैं कि चले और पहले ही की तरह हो जाये ?

श्री जगदीश अवस्थी (बिल्हौर) : क्या, सरकार इस सुझाव पर विचार करेगी कि एक फसल से दूसरी फसल आने तक, यानी साल भर दो खेतियों का मूल्य इस प्रकार निश्चित किया जाये कि उस का भाव १ आने सेर से ज्यादा या ढ़ाई रु० प्रति मन से ज्यादा न बढ़ने पायें जिस से कि उत्पादकों को सन्तोष रहे और उपभोक्ताओं को भी उचित मूल्य पर खाद्यान्न मिले। सरकार ने अभी तक किसानों के उत्पादन एवं कारखानों में निर्मित जीवनोपयोगी वस्तुओं के मूल्यों में समन्वय करने के लिये क्या कदम उठाये हैं।

Shri Ranga (Tenali): Some time ago the hon. Minister assured the House that Government would certainly take steps to see that the prices of rice did not go down too low for fear that production would become unprofitable to the farmer. I would like my hon. friend, the Minister, to indicate to the House the steps that he proposes to take to ascertain what would be the reasonable or remunerative price for rice as also other principal agricultural products. Unless Government takes some steps to study the cost of production of different crops and agricultural produce and then also try to see what would be the remunerative price in the light of those statistics, it would not be possible for my hon. friend to give any kind of protection to our agriculturists.

Mr. Chairman: He may formulate his question.

Shri Ranga: Now that the prices are coming down, this would be about the best possible time for the Government to take some steps on these lines, at least to collect information and keep themselves ready with sufficient information and knowledge so that they would be able to provide necessary protection to the agriculturists at the right moment.

The Minister of Food and Agriculture (Shri S. K. Patil): Mr. Chairman, I am indeed grateful to Shri Braj Raj Singh for raising this question. I wish that it was also a debate not restricted to half an hour, because this is, in my opinion, not only an important question but the most revolutionary question that this country will be called upon to solve; whether one Minister solves it or another Minister solves it, whether the Cabinet solves it or whether the Planning Commission solves it, it is an extremely important question which must be solved.

I wish to put in a nut-shell the problem as I see it. Right from the start when I took over the reins of this particular Ministry, I was not worried about rising prices, because I knew that it was a temporary phase. Our real prob'em is not to stop these prices spiralling up but to stop them from going down, because therein will be the complete destruction of the farmer.

As it is, this business of the prices has really three facets or three factors involved in it. One is, as was rightly stressed by Shri Braj Raj Singh and others, the farmer, because it is he who actually produces. The second is the consumer in general, in which category the farmer also comes, because he is a producing consumer; if 70 per cent are the farmers who are also consumers, the other 30 per cent are non-producing consumers. They constitute the second category. The third and an equally vital, and I may say, an even more vital factor in this problem is the general problem, the social problem and the economic problem of the

community as a whole which is not particularly confined either to the one or the other, but which must take into account the overall considerations as to what is going to happen to this country and to its economic life, if prices behave in a particular fashion. This is nothing but a truism; I am not saying anything new. Every hon. Member knows it.

Our thinking for the last several years, that is, the last eight or ten years—I am not going into the remote past—was such that we only minded the consumer, because the consumers are the largest in number, and they form actually one hundred per cent, because everyone has to consume; those who produce also consume, and those who do not produce also consume. Therefore, when the prices went up all of a sudden, we used to do this and that; we had State trading, we had this and we had that. But, ultimately, the farmer was not of any consequence during those days, because, somehow or the other, the prices were rising, and, therefore, the farmer was automatically protected. That was at least the belief in those days; whether the farmer was actually protected or not was a different matter.

But, now the situation has come to this that by the constant efforts of the people, the farmers themselves and the Government and this House, the situation is slowly changing where our agricultural production is bound to be stepped up; in spite of any difficulty that might come about, it is bound to be stepped up, because the technical know-how and the other factors that go into this agriculture are slowly improving. We might say that we are doing rather too much, but ultimately, some kind of a saturation is there, and the farmer ultimately knows that it is in his interest to employ those means and methods by which the agricultural income will go up. I may tell you, and I can share my anxiety with the House, that it is causing me some anxiety as to how I am going to solve this problem, and as to how Government is going to solve this problem. There is no easy way, the way of a magic wand by which we can solve this question. It is a deeper question, and once it is solved, it is solved perhaps for a thousand years; it is not a question of solving it for just one year or two years. Methods like control or rationing or State trading are but palliatives; they can solve the question for a year or two, while there is an emergent situation etc. But, for the society as a whole, for all the time, when agriculture remains stable, some kind of a stable remedy has got to be found out. As I said, my mind is not yet clear about this hundred per cent. It is not whether a committee should be appointed and so on. The mere appointment of a committee does not really produce that result that we want. The question is how we are going to tackle this problem.

One would notice in all the agriculturally progressive countries, whether they are surplus countries or even deficit countries, that there is not one country where price support is not given to the farmer, not one even by exception; it is given even in the countries where there is a deficit. I might mention that the most classical example of it is the United Kingdom. The UK is never going to be self-sufficient in food because they have not got the land. They cannot use the land for growing wheat, because the land is too valuable for that; therefore, it is used for other purposes. But if the UK farmers produce 50 per cent of the requirements, even to keep the prices of that 50 per cent pegged, the UK spends somewhere between Rs. 30—40 crores by way of price support to the farmers. This is a case of a small country where they spend so much money, because the population of UK is only 50 million as against our 400 million. They have got to look after only half of it, because the other half does not produce anything at all by way of agricultural produce. Even then such a

[Shri S. K. Patil]

vast sum of money is spent in order to give support to the farmers. You could realise what advantages they get. These can be seen immediately. One advantage is that every farmer considers that it is economic for him to produce those things, because he gets the price which is fixed, which can never go down. The advantage that the consumers get is that the price will never rise, because the Government gives support to keep the prices at a certain level. There is no danger of prices spiralling up or anything of the kind. What does the society get out of it. All the plans of the UK—their agriculture may be 5 per cent, but 95 per cent is the terrific industrial potential that they have built up the base of which is agriculture, because if they do not get agricultural commodities at fixed prices, everything will topple down—all the plans of UK can be proceeded with without dislocation.

Therefore, you could understand it. It is in the United States, Germany or France, countries which are surplus countries, that they do it. Even in Japan they do it. Somebody said that in Japan there is State trading and it goes on well. I went to Japan to understand it. I know they are very practical people. Therefore, their State trading must have some meaning different from the one that we give to our State trading. What did I find there? In Japan, although the yield per acre has multipled not once or twice but four times—as India does —even then, there is price-support given to the farmers. It is in this way. If Rs. 12 per maund is the price and the farmer cannot produce it until he is given an economic price which is Rs. 14, the balance of Rs. 2 is paid by the State. When the State pays Rs. 2 and the normal price would be Rs. 12, there is no danger of the price going up because there is no demand for the commodity. Therefore, there is no danger in Japan of the prices going up. Therefore their position is just like the United States, United Kingdom or any other country, to see that the prices are pegged so that the farmers get what they have been promised.

In a vast country like India where we have already reached the figure of 73 million ton—it may be 75 million tons now and it may be, as I said, 105 million tons at the end of the Third Plan—in money value, as Shri Braj Raj Singh pointed out, it will be several hundred crores of rupees. Therefore, if price support is to be given actually and physically—Rs. 2, Rs. 3 etc.—it becomes at once a very gigantic responsibility which we have to face. It is not a question of take it or not take it. It is not so easy as that. We have got to find out what exactly we do.

I agree completely with hon. Members, including the hon. Member who posed this question, that to determine a kind of economic price is not easy. I do not even use the expression of Shri Ranga who called it a remunerative price; it will be best if we can do it, but even if I do not use that expression and call it only an economic price, what does it come to. It is an economic price in the sense of what the farmers get. The farmer has to get back all the money that he puts into it in actual cash, because he has got to put something in actual cash also by buying things; that is to say, if he uses fertilizer, he has to pay for it, if he wants insecticides, he has to pay for it; if he wants to have some kind of storage—not the ordinary storage, but the fool-proof storage —he has to pay for it. Apart from that, there is one X factor which is not yet determined, it is the cost of efforts or labour he puts into it in order that the agricultural production materialises. We have got the cost of the other materials that go into it. Any Committee can find that out. But the X factor, which is an indeterminate factor, which has not yet been described and found out by any Committee or anybody is a factor which is a very im-

portant factor. Today what the farmer does is this. Somehow or other he maintains his family; not fully; perhaps half, perhaps a little less. They eat less when they get less. And, he thinks this is only the price of my labour. He does not even calculate it in the money value as to what is the price of the effort that ultimately goes in order to get that agricultural production. Now, this is a deplorable kind of thing because we must not keep the farmer in that state of mind that he does not know exactly what the price is because he gets much less than what he is entitled to. Therefore, I was always thinking that some kind of machinery, whether it is a committee of the type that I am suggesting, whether it is some other machinery, whether it is something which a very ingenious head of any Member of Parliament or a Member of the Planning Commission or of the NDC or any body which has got very many technical committees and experts who always advice the Agriculture and Food Minister on many aspects can suggest should be established. But, I have not yet come across anybody or anyone or any organisation that can really solve a kind of impatient man's anxiety as to how these things have got to be tackled.

It is very easy to condemn the Food Minister because he has not done anything. I can understand it. It is easy to condemn. But merely condemning him you do not arrive at a solution. The solution has to be found as to how this has got to be done. Therefore, I was thinking that if I leave it to an Agricultural Commission which may be appointed in time to come that Agricultural Commission also may not go fully into it. Therefore, you could quite understand Mr. Chairman, that this problem bristles with difficulties. But, if you believe me, I can tell one thing that nobody in this House is really as anxious, and very sadly anxious, as I am because that problem has now come to solve it. Therefore, something has got to be done.

Differences of opinion really do not very much exist. If I was there I am just a man who can say some things. It is always better to take this Parliament into confidence because, ultimately, they will help me if there are difficulties in the solution of it. I believe in that aspect of democracy. Therefore I am not hiding it. We came to a picture where the Planning Commission and my Ministry are now unanimous. It is not a question of finding something tomorrow, by doing this or doing that. We have got to consider this question in all its facets and aspects and to consider what is to be done. But I may, perhaps, be too optimistic to assure my hon. friend Shri Braj Raj Singh that if it is to be done before March, I would like it to be done tomorrow. But, even my mind is not 100 per cent certain on this point as to which shape it has got to take so that ultimately we can determine the X factor of what the farmer has to get.

One illustration and I would have done. Now, take the case of sugar. This is a very classic example. You will find today that our sugar has gone to such an extent that today my problem is not producing more sugar. Today my problem is what do I do with the 5 lakhs or 10 lakhs of tons of sugar that I have got. Nobody wants it in this country. It is not wanted outside, because the price of sugar in the international market is only 50 per cent of our price. Who the Devil is going to buy our sugar? Therefore, I have got to consider two things because sugar is the commodity which we can prepare and also export. That is really our source of income so far as foreign exchange is concerned. Therefore, on the one side, I must see that the international price of sugar increases. Therefore, it is an effort beyond India where I have got to go and plead earnestly not only for India but for the rest of the sugar-producing countries that the international price of sugar should really be stepped up

[Shri S. K. Patil]

a little bit. At the same time, I must also secure markets where the prices are paid more. I must try that the lag between the two must become narrower and narrower. But, my price also of production must go down. Today the price of production is linked up with the price of sugarcane; it is mathematically linked up with the price of sugarcane by the Tariff Commission.

Therefore, you could see that unless the price of sugarcane goes down, and not up as the hon. Member are suggesting, it cannot be done. My hon. friend Shri Braj Raj Singh will ask, 'Are you so very cruel that you are going to decrease the price of sugarcane?'. No; because the interest of the sugarcane grower is my interest. I am not going to do that. But I must find out how I protect him within the orbit or these limitations of the sugar that I have got because if more and more sugar is dumped on the market and nobody is buying it and it cannot be lifted up, even this Re. 1|10|- that the sugarcane man gets will not be there. Therefore, I have got to peg the price of sugar at a certain stage in order that it becomes not uneconomic for him. At the same time, I must increase his yield per acre so that he would get even more than what he is getting, even if that is done, that is his price is ultimately reduced.

What is true of the sugarcane is true of everything. These are the problems, Sir, on which I do not think I can give hundred per cent satisfaction to anybody because I have not got it myself and, therefore, I cannot give something to others which I have not seen. But I am constantly watching the situation, and I am quite sure I shall be able to have this Committee and ultimately some kind of a solution of this problem will emerge.

My hon. friend Shri Radhelal Vyas asked whether the kisan would get the minimum price. That is exactly what is sought to be done. Although this Committee is called the Agricultural Commodities Advisory Committee—I have given a kind of a sweet name to it—the main function of it is to fix the minimum price. The kisan must get it. If the kisans in his State do not get it it is for other reasons.

Shri Sinhasan Singh said that there is successful State trading in Punjab. I am glad to know that it is successful.

Shri Sinhasan Singh: I read it in today's papers.

Shri S. K. Patil: The Minister from Punjab is coming here day after tomorrow to discuss this matter with me. He can say that State trading is really necessary. I have never said that State trading is bad. But—please try to understand me—I have improved methods of State trading. State trading will be necessary in order to protect the farmer. State trading is not bad, but it has got to be used when necessary. Because you have a sharp sword it is not necessary that a cucumber also must be cut with that sword, for God's sake have a lesser weapon for that. Now, the Punjab Government, as far as I can understand it, buy only a lakh or two lakh tons out of perhaps a million or more tons that is produced in Punjab. Surely nobody buys the whole of it. It is not that type of State trading which I am envisaging. That buying becomes dangerous in a purely buyer's market. You can understand it very easily, it does not require any extraordinary knowledge. There you will go completely into the hands of the buyers and only a foolish man will do like that. There you will have to pay interest on crores of rupees which you take from the Reserve Bank, you will have to pay for storage and all that. The cost will thus become so much that ultimately your wheat will become unsaleable as in Punjab wheat has become unsaleable. Not only that, because the stock remains for one year the grains deteriorate and become use-

less. Some farmers came and told me that even the seeds that are given there are useless because they have been eaten by weevils. In Madhya Pradesh, I read in the papers—I hope it is not so—that as much as 20,000 tons of grains have become useless. If it is 20,000 tons it means Rs. 80 lakhs. Whether it is this Government or that Government, after all the loss is to the public exchequer.

What I am saying is, let us always keep our weapon ready. If there is a dearth or shortage we can use it. Only then the type of State trading that is done in Madhya Pradesh or Punjab will have to be done. But that is not the only weapon and for all time, whether it is war or peace, we are going to use it. To use it always is not wise, to say the least.

Therefore, Mr. Chairman, our mind, the mind of the Government of India, particularly the mind of the Minister is constantly on this problem, that ultimately the good of the country or the economic progress of this country can never be brought about unless the farmer is protected. He is the unit and he has to be protected, and in the protection of that farmer I would require all the blessings and support that you would give. Very soon I would come with my proposals to the Parliament and I would expect that with your natural desire to support the farmers in the country you will align yourself wholly with me.

Shri Braj Raj Singh: Would you come with your proposals during this session.

Shri S. K. Patil: Not in this session.

17.30 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, the 7th December, 1960/Agrahayana 16, 1882 (Saka).

[*Tuesday, December 6, 1960/Agrahayana 15, 1882 (Saka)*]

ORAL ANSWERS TO QUESTIONS..... COLUMNS 3979—4016

S.Q. No.	Subject	
719	Heart disease in India	3979-82
720	Mental hospital at Shahdara, Delhi	3982—86
722	All-India super-grid for Electric power	3986—90
723	National Library for medical studies	3990—91
724	Family Planning	3991—94
725	Nangal Fertilizer Factory	3994—97
726	Electric Locomotives at Chittaranjan	3997—4000
727	Land acquisition in Delhi	4000—05
728	Japanese method of paddy cultivation	4005—09
730	Sohana hot water springs	4009—13
731	Rajasthan Canal	4014—15
732	Bombay-Agra road	4015—16

WRITTEN ANSWERS TO QUESTIONS..... 4016—67

S.Q. No.		
721	Purchase of aircrafts	4016
729	Contact dermatitis	4017
733	P.L. 480 Agreement	4017—18
734	Marine officers	4018
735	Yogic practices	4018
736	Utilization of frequencies	4018—19
737	Import of rice from Burma	4019
738	Sleeping coach in Delhi-Kalka Mail	4019—20
739	Reclamation of Ravine land	4020—21
740	Reorganisation of Central Water and Power Commission	4022
741	Postal services	4022—23
742	South African Horse disease	4023
743	Mechanized farms.	4024

U.S.Q. No.		
1331	Family Planning in Punjab.	4024
1332	Buffer stock of foodgrains in Punjab	4024—25
1333	Replacement of rail tracks.	4025

WRITTEN ANSWERS TO QUESTIONS—*contd.*

U.S.Q. No.	Subject	COLUMNS
1334	Minor Irrigation Schemes in Himachal Pradesh	4025-26
1335	Flour mills in Madhya Pradesh	4026
1336	Forest Development in Assam	4026
1337	Export of foodgrains from Madhya Pradesh	4026—27
1338	Bad condition of railway stations	4027—28
1339	Fruit cultivation in Rajasthan	4028
1340	Wagons owned by N.F. Railway	4028—29
1341	Conversion of narrow gauge lines	4029
1342	Passenger amenities	4029—30
1343	Leprosy in Punjab	4030
1344	Death due to car accidents in Himachal Pradesh	4030—31
1345	Agricultural colleges in Punjab	4031
1346	Primary Health centres in Andhra Pradesh	4031
1347	Flood control in Orissa	4031—32
1348	Mata Tila Project	4032—33
1349	Regional Fruit Research Station in Uttar Pradesh	4033—34
1350	Purchase of foodgrains	4034
1351	Steamers chartered by Indian shipowners	4034
1352	Travel agents in Jullundur Division	4035
1353	Bridge on river Kharsua	4035
1354	Brahmani bridge	4035—36
1355	Drainage Channel from Dalnadi to Surlake in Orissa	4036
1356	Extra Departmental agents in Bihar	4036—37
1357	Telegraph offices	4037
1358	Looting in trains	4037
1359	Model vital and Health statistics unit	4037—38
1360	Transport of Jaggery from Ankapolla (S. Railway)	4038—39
1361	Ramagundam Godavari siding	4040
1362	Bhakra project	4040
1363	Air services	4040—41

WRITTEN ANSWERS TO QUESTIONS—*contd.*

U.S.Q. No.	*Subject*	COLUMNS
1364	Post offices	4041–42
1365	Shahganj-Mau track	4042
1366	Sugar industry	4043
1367	Water rates	4043–44
1368	Payment of Minimum Wages	4044–45
1369	Purchase of rice from abroad	4046
1370	Railway bridge over river Sone	4046
1371	Willingdon hospital	4047
1372	Hostels on Railways	4047–48
1373	Retrenched staff of Bhakra Dam	4048–49
1374	Drug for treatment of penicillin reaction	4049
1375	Tourism in Kerala	4049–50
1376	Cardamom cultivation	4050–51
1377	Accident averted near Brace Bridge station	4051
1378	Indo-Nepal talks on Canal Schemes	4051–52
1379	Fishing harbour in Kerala	4052
1380	Claims against Railways	4052
1381	Madras Central Station	4053
1382	Postal forms in regional languages	4053–54
1383	Motor Transport industry in Delhi	4054
1384	Derailment near Bilaspur.	4054–55
1385	Effect of B.C.G. Vaccination on Leprosy	4055–56
1386	Cancer	4056
1387	Vital Statistics	4056–57
1388	Panchet dam of D.V.C.	4057–58
1389	Import of Railway trucks from Yugoslavia	4058
1390	Booking of Handloom goods	4058–59
1391	Family Planning	4059–60
1392	Anti-Sea Erosion works in Madras State	4060–61
1393	Post and Telegraph employees	4061
1394	Railway Co-operative Societies	4061–62
1395	Anti-Sea Erosion in Maharashtra	4062
1396	Bridge over Girana river.	4062–63
1397	*Ad-hoc* Tribunal	4063
1398	Vigilance Organisation in Railways	4063

WRITTEN ANSWERS TO QUESTIONS—*contd.*

U.S.Q. No.	*Subject*	COLUMNS
1399	Street Lights on Ring Road, New Delhi	4064
1400	Non-Ferrous Scrap on Railways	4064
1401	R.M.S. Headquarters at Silchar	4064–65
1402	Train-car collision near Rajkot	4065
1403	Speed of Delhi Rewari trains	4065–66
1404	Medical Store Depots	4066
1405	Workers in Medical Store Depots	4066–67

PAPERS LAID ON THE TABLE 4067–68

(1) A copy of the Shipping Development Fund Committee (General) Amendment Rules, 1960, published in Notification No. G.S.R. 1267 dated the 29th October, 1960, under sub-section (3) of Section 458 of the Merchant Shipping Act, 1958.

(2) A copy of the Report on the Committee on Fisheries Education.

BILLS INTRODUCED . . 4068–69

(1) The Appropriation (Railways) No. 5 Bill, 1960

(2) The Maternity Benefit Bill, 1960

RESOLUTION ADOPTED 4069—4176

Further discussion on the Resolution *re.* Report of Railway Convention Committee was concluded and the Resolution was adopted.

DEMANDS FOR SUPPLEMENTARY GRANTS (GENERAL), 1960-61 . . 4176—95

Discussion on Demands for Supplementary Grants in respect of the Budget (General) for 1960-61 commenced. The discussion was not concluded.

COLUMNS

HALF-AN-HOUR DISCUSSION . . . 4195—4216

Shri Braj Raj Singh raised a half-an-hour discussion on points arising out of the answer given on the 28th November, 1960 to Starred Question No. 518 regarding fixation of minimum prices of various agricultural commodities.

The Minister of Food and Agriculture (Shri S. K. Patil) replied to the debate .

AGENDA FOR WEDNESDAY, DECEMBER 7, 1960/AGRAHAYANA 16, 1882 (SAKA)—

Consideration and passing of the Appropriation (Railways) No. 5 Bill, 1960, further discussion on Demands for Supplementary Grants, 1960-61 and discussion on the motion *re.* production, distribution and export of sugar.

GMGIPND—LS II—1491(Ai) LS—13-12-60—901.